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SOVIET COMMITTEE IN HONG KONG.

MR. RUSS'S ATTACKS. HIS TALK ON TECHNICALITIES OF LAWYERS' BILL.

"NAPOLEONS OF FINANCE."

Alarm need not be felt over the "disclosure" by Mr. C. A. S. Russ in the Summary Court this morning that a Soviet Committee had been officiating in Hong Kong. He was merely referring to four Chinese business men, whom a client of his was suing.

One of Mr. Russ's remarks in commenting on these four so-called business "Bolsheviks" was: "They believed themselves to be Napoleons of finance."

Another was: "As untired people, their attempt in taking over the business proved a total failure."

Sotto voce, Mr. Russ had several duels with Mr. J. M. d'Almada Remedios, who appeared for the defence.

Claim for Decorations.

The Hung Fook firm of processional decorators, No. 38, Cochrane-street, sued Mr. Leung Sik-pun of No. 137, Connaught-road West, Mr. Wan Man-tuen and Mr. Cheung Tang-ich of the Ming Yuen Gardens, North Point, and Mr. So Mun-tung of No. 203, Queen's-road West, for \$112 which was alleged to be due by the Ming Yuen Wing Fat Co., Ltd. and undertaken to be paid by the defendants personally.

Mr. Remedios represented the first and fourth defendants. The other two defendants were absent.

Mr. Russ told how two managing directors had been placed in charge when the venture was launched.

The "Opposition."

A section of dissatisfied shareholders, led by the four defendants (said by Mr. Russ to "believe themselves to be Napoleons of finance"), called a meeting and displaced the two managing directors. A draft agreement was drawn up in which the four defendants undertook to pay the company's debts. First defendant's signature appeared on the draft but not on the actual document, but it was alleged by Mr. Russ that first defendant's attorney had been authorised to sign on his behalf.

"This sort of Soviet Committee," said Mr. Russ, led the "Opposition" and overthrew the management. "Their attempt, as untired people, in taking over, proved a failure."

Too Technical.

Continuing, Mr. Russ said that plaintiff had rendered a bill with full particulars. The copy of the bill before the Court was only a summary. Even then, when it was taken to the Court translator, it proved to be so full of technicalities "that it was like a lawyer's bill to a layman." Hence, Mr. Russ explained, it was complicated. However, the defence did not dispute the items on the bill.

Without calling evidence, Mr. Remedios submitted that first defendant had not signed the actual agreement. Further, the agreement only bound defendants to pay the company's debts, not personally, but on behalf of the other shareholders (whom they represented) or the company.

Mr. Justice P. Jack (Puisse Judge) concurred with Mr. Remedios's view and gave judgment for defendants with costs.

YANG SEN LOSING?

HIS TROOPS LEAVE FOWCHOW FOR WANHSIEN.

UPPER YANGTZE WAR.

Wanhsien, Yesterday.

Considerable movements of troops down the Upper Yangtze from Fowchow towards Wanhsien have been reported.—British Naval Wireless.

(Note: Going up from Wanhsien, General Yang Sen took Fowchow and then marched on Chingking, to be driven back. This latest message indicates that fortunes in the Upper Yangtze War (which has paralysed shipping) are changing and that Yang Sen's men are falling back.)

BRITISH IMPORTS & EXPORTS.

AUGUST RETURNS. FIGURES SHOW SUBSTANTIAL INCREASE.

DESPITE UNEMPLOYMENT.

London, Yesterday.
The Board of Trade returns show that exports in August amounted to £62,216,000 and imports to £97,700,000, increases of £1,331,000 and £2,232,000, respectively, compared with the July figures.—Reuter.

A British Wireless message states:—
Figures for August show that British exports have again increased for the fifth month in succession. They amounted in value to £62,217,000, showing an increase of £1,331,000 over those of August of last year.

The figures are remarkable in view of the fact that unemployment statistics show an increase. During the eight months of this year the exports have shown an increase of £20,461,000 compared with the same period in 1927.

The imports during August amounted to value to £97,700,000, showing an increase of £2,232,000 compared with July and £7,584,000 compared with August of last year.

For eight months this year imports show an increase of £2,253,000 compared with the corresponding period of last year.—Reuter.

THREAT TO CANTON?

NATIONALIST TROOPS FOR SOUTH KIANGSI.

WAR HEROES' MOVEMENTS.

Kiukiang, Yesterday.

The 4,000 Nationalist troops who sailed up the Yangtze from Nanking to Kiukiang have now moved overland, southward, to Ki-an-fu, an important city in the south of Kiangsi province, only 200 miles or so from the boundary between Kiangsi and Kwangtung.—British Naval Wireless.

(Note: It remains to be seen whether these 4,000 war heroes will be employed in preserving order in the disturbed south of Kiangsi province or whether they will constitute a threat to Canton.)

COURTS MARTIAL.

SEQUEL TO THE "STAR" FERRY INCIDENT.

QUEEN'S MAN'S DESERTION.

Gunner W. E. Shipley, 20th Heavy Battery, Royal Artillery, after trial by District Court Martial in Hong Kong, has been sentenced to 28 days' detention. He was found guilty of absconding himself without leave and resisting an escort outside the "Star" ferry wharf on Aug. 30.

Gunner B. Cotton, of the 31st Heavy Battery, who was charged in conjunction with Shipley, was found not guilty.

Private J. C. W. O'Brien, 1st Batt. Queen's Royal Regiment, has been sentenced to 56 days' detention and stoppages up to 2s. 9½d. for desertion from the Service and losing part of his equipment by neglect.

PEN-KNIFE STAB.

INDIAN WATCHMAN RECEIVES SIX MONTHS' "HARD."

Said Wali, a watchman of the Asiatic Petroleum Co. was sentenced to six weeks' hard labour, by Mr. R. E. Lindell at the Central Magistracy yesterday, for assaulting and wounding Karam Dad, also employed as a watchman by the same company.

Inspector Shannon, officer in charge of the Indian guards, prosecuted and Mr. Horace Lo appeared for defendant.

According to witness, the assault arose over a card dispute, in which defendant stabbed complainant on the back with a pen knife.

A congress of Rotarians is to take place in Tokyo during the first four days of October, and it is expected that there will be delegates from all 13 countries of the Far East as well as Honolulu and the United States. The officials of the Congress in Tokyo announce that a delegation of 20 from Shanghai is expected.

BRITISH NAVAL RAID ON BANDITS.

SHOTS & PURSUIT. CO-OPERATION WITH CHINESE MILITARY.

H.M.S. "BEE'S" EXPEDITION.

Hankow, Yesterday.
Acting upon reliable information that certain huts in the vicinity of Shang-chu-wan, a small town on the left (north) bank of the Middle Yangtze River, about 200 miles above Hankow (or 40 miles above Chenglin), had been occupied by bandits, H.M.S. "Bee" embarked a Colonel and 30 men of the 57th division of the Chinese Nationalist Army, and proceeded to the position indicated.

The bandits were located. They were fired at. Then the Chinese soldiers were landed and they gave pursuit to the outlaws.—British Naval Wireless.

[Note: The Chinese soldiers employed were two-chuns (or native troops), i.e., natives of the province, Hupeh.

H.M.S. "Bee" is a gunboat of 645 tons with 2,000 horse-power, 1 six inch gun, 1 three inch gun and 2 three pounders. She is the flagship of Rear-Admiral H. J. Tweedie C.B., R.N., Senior Naval Officer of the British Navy in the Yangtze River.]

KAIPING FALLS.

NATIONALIST TROOPS GAIN AFTER TONGSHAN.

NORTHERNERS RETREAT.

Peking, Yesterday.

The Nationalist forces have captured Kaiping. General Chang Tsung-chang (commander-in-chief of the Northern Army) has left Kueih and the Northern troops are retreating to Luanchow which the Nationalists are reported to be approaching.—Reuter.

Rearguard Action.

Shanghai, Yesterday.

The Northern forces continue to retreat towards Luanchow and are now fighting a delaying rearguard action in the vicinity of Kueih, while Nationalist forces are reported to be advancing along the Tientsin-Shanhai-kwan road north of the Peking-Mukden Railway.—Reuter.

Manchuria's Status.

Shanghai, Yesterday.

The Kuo Min news agency says:—"According to the plan for the re-organisation of the Manchurian Army under General Chang Hsueh-liang, the 200,000 soldiers will be reduced to 12 divisions of about 13,000 men each. It is reported that Chang Hsueh-liang will be provisionally appointed commander of the reorganised Manchurian armies."

The report adds that Hu Yoh-pu, the director of the office of the three Eastern Provinces, which was recently established in Nanking, is now going to Nanking from Tientsin to submit his report on existing conditions in Manchuria.—Reuter.

Mongol Trouble.

Peking, Yesterday.

Further Mongol trouble occurred in northern Manchuria on Sept. 8 when from 60 to 70 Mongols attacked and destroyed the Chinese fishing stations on the river, one day's march from Manchuria.

On Sept. 9 Chinese troops re-occupied the river-port but there was a further clash on Sept. 11 in which a small body of Chinese troops was defeated.—Reuter.

YELLOW RIVER.

CHINESE ENGINEERS EXAMINE TSINAN BRIDGE.

Peking, Yesterday.

Chinese engineers have begun an investigation of the Yellow River bridge of the Tientsin-Pukow Railway at Tsinanfu. They are accompanied, by agreement, by three Japanese Army representatives and two representatives of the Japanese Consul-General, and are protected by thirty Japanese soldiers and twenty mounted Chinese police.—Reuter.

[Note: The bridgeheads come within the zone under Japanese military occupation following the Tsinanfu imbroglio.]

SIR A. CHAMBERLAIN'S HEALTH.

MUCH IMPROVED. DENIES RESIGNATION FROM FOREIGN OFFICE.

RETURNING IN NOVEMBER.

Bermuda, Yesterday.
To Reuter's representative, on his arrival here, Sir Austen Chamberlain said that he had derived wonderful benefit from the voyage. He declared that there is not the slightest foundation for the rumour that he had resigned. He expected to resume his work at the Foreign Office when he returned home in November.—Reuter.

LABOUR TROUBLE.

AUSTRALIAN WORKERS IGNORE ARBITRATION AWARD.

GOVT. TO TAKE ACTION.

Melbourne, Yesterday.

Thousands of tons of cargo are held up in ports throughout the country by the strike of waterside workers, who are refusing to accept the new arbitration award.

FINE TO CLOUDY.

N.W. or variable winds, moderate, fine to cloudy, is the forecast till noon to-morrow.

Pressure is high to the north of Japan. The typhoon is less than 100 miles W.N.W. of Naha, moving W.N.W. or N.W.

LIBERTY LOAN.

ENORMOUS OVER-SUBSCRIPTION IN U.S.A.

Washington, Yesterday.

There has been the unprecedented over-subscription of \$66,000,000 for the issue of \$25,000,000 of the refunding of Liberty Loan certificates.—Reuter's American Service.

PROF. HUBER.

RECEIVES ANOTHER APPOINTMENT AT THE HAGUE.

The Hague, Yesterday.

The Permanent Court of International Justice has elected the Swiss Professor Max Huber vice-president in succession to the late Professor Andre Weiss (France). Prof. Huber is an ex-President of the Court.—Reuter.

RUSSIANS ON BAIL.

Peking, Yesterday.

The vernacular reports concerning the 15 Russians, who were arrested in the Chinese raid on the Soviet Embassy in April, 1927, are declared to be inaccurate. No verdict has been announced. The position is that the 15 Russians remain on bail and under a promise not to leave Peking before their trial.—Reuter.

POLA NEGRI.

Paris, Yesterday.

Pola Negri, the cinema "star," who was thrown from her horse in the Bois de Boulogne a few days ago, has recovered.—Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 1/16.

TWO "QUEENS" AT LE BOURGET.

LEVINE'S LAPSE. MACHINE SEIZED BY CUSTOMS OFFICIALS.

MISS BOLL'S DECISION.

Le Bourget, Yesterday.
The Customs authorities have seized Mr. C. Levine's aeroplane "Queen of the Air," which was being dismantled in readiness for shipment to New York.

It is stated the seizure is owing to certain Customs and flying dues being unsettled. Meanwhile, Miss Mable Boll, the young American "Queen of Diamonds," who at one time intended to accompany Levine to America in the "Queen of the Air" has left Paris for Cherbourg en route to New York.—Reuter.

VALUE OF A LORRY.

ITS HISTORY RELATED IN THE SUMMARY COURT.

JUDGE AWARDS DAMAGES.

How a six-cylinder 1½ tons motor lorry had been purchased at auction under an order of sale from the Court, for \$100, and then stored with the defendant from whom it had been seized, who in turn is alleged to have refused to hand it back to the successful bidder, was related in the Summary Court yesterday.

Shum Hing-nin of No. 583, Shanghai-street, 3rd floor, sued the Chun Yip Motor Co. No. 14, Hamilton-street, ground floor, for return of the lorry or damages in lieu. Mr. D. L. Strellett appeared for plaintiff. Defendant was neither present nor represented and the case was therefore heard ex parte.

Why Auction Was Held.
Plaintiff said that defendant was sued by another party (believed to be a partner in the defendant's company). Defendant's lorry was seized and sold by auction. Defendant induced plaintiff to bid and he bought the lorry for \$100. The lorry was then stored with defendant at \$2 a month. Then defendant refused to hand it back, maintaining that plaintiff had bought it on his behalf.

Mr. Justice P. Jacks (Puisse Judge) made an order for the return of the lorry, or damages to the extent of \$450 (it being alleged that defendant had removed the dynamo, magneto, gear shaft and a tyre), and awarded costs to plaintiff.

A BANISHEE.

MAKES AN EARLY RETURN TO THE COLONY.

Banished from the Colony less than a month ago, a Chinese at the Kowloon Magistracy this morning, pleaded that he had returned to see his wife and child.

According to the prosecution, however, he was found to be in employment.

The magistrate, Mr. W. Schofield, said that six years ago prisoner had been sentenced to 2 months' imprisonment for the possession of a dangerous implement. Less than a month ago he was banished for 10 years. Defendant admitted his past record.

In passing sentence of 8 months' with hard labour, the magistrate ordered defendant to receive 12 strokes of the birch, and if unfit, to receive an additional month's imprisonment.

STRUGGLE IN PLANE.

PASSENGER INTERFERES WITH CONTROLS.

Belgrade, Aug. 21.

A Hungarian pressman who was a passenger in an aeroplane at Santa Vlodovina became panicky and interfered with the controls.

The machine nose-dived and appeared likely to crash into the spectators, but at the last minute the pilot regained control, flattened out and landed. One of the wings decapitated a boy cyclist.

It is understood that Major Strubell, formerly manager of the Glasgow Stadium, who has been engaged as manager of the Champ de Courses in Shanghai, left home some time in August. He is bringing 180 greyhounds with him to Shanghai.

A BIG SPANISH PLOT.

FURTHER DETAILS. WHAT THE PLOTTERS INTENDED TO DO.

MANY ARRESTS.

Paris, Yesterday.
According to a delayed message from Madrid, published in "Le Journal," the Spanish plot (mentioned yesterday) was organised on a vast scale to coincide with King Alfonso's absence from Madrid.

The plotters planned to overthrow the Judge and summarily deport the members of the Directory while a general strike was to be declared on the 14th inst. throughout the country.

The movement, however, was promptly suppressed and the Government are masters of the situation.

Two hundred arrests were made by yesterday morning and arrests continue to be made at Madrid, Barcelona, Valencia and Saragossa.

The arrested include the Republican leader, Lerroux, and several ex-Republican deputies, a number of journalists and freemasons.—Reuter.

POINCARÉ'S RETORT.

SHARP EXCHANGE OF LETTERS.

"I AWAIT SECONDS."

Paris.—A sharp exchange of letters has taken place between M. Poincaré and M. Bergery, a young Radical Deputy, formerly Assistant Secretary to the Reparations Commission and later "chef de Cabinet" to M. Herriot.

On the evening of July 9, just as the Chamber was about to rise for the holidays, M. Bergery attempted to create an obstruction on the question of the stabilisation loan to Roumania, having been primed by visitors belonging to the Roumanian opposition.

M. Poincaré, somewhat heated by the sun, to which he had been exposed while making a speech the same day, replied tartly: "I know you, and I know what are your motives. As always, you are distorting the truth. You have worked with me and I know you."

M. Bergery, losing all control of himself, cried out that he awaited the Prime Minister's withdrawal. "I withdraw nothing," rapped out M. Poincaré, "and I await your seconds."

"Nothing to Retract."

These words lost to the Press Galleries in the hubbub, were only known next day. According to the recognised code of honour, an aggrieved person has twenty-four hours to decide whether to vindicate his honour in the traditional way.

M. Bergery waited for two days and then wrote to M. Poincaré that he would not make himself ridiculous by offering a challenge which it was, in fact, no longer open to him to do. His letter further attempts to draw M. Poincaré into a public discussion, demanding that the Prime Minister should explain his insinuations.

M. Poincaré on July 12 replied in the following terms: "I have nothing to retract from what I said to you at the last sitting of the Chamber. If you think it desirable that I should add anything more you can have recourse when the Chamber meets again to a renewal of the interpellation which you withdrew. Meanwhile, I judge it useless to enter into a polemical correspondence with you by articles in the Press."

M. Bergery is married to a daughter of Krassin, the Bolshevik commissar, who is reputed to have left a large fortune on his death.

Mr. Carrol Lunt, one-time editor of the "China Digest," has been appointed secretary of the American Chamber of Commerce in Shanghai.—Reuter.

Letters from home state that during August Col. W. F. L. Gordon, late Commander of the Shanghai Volunteer Corps, was residing at Edzell in Forfarshire, a part of the country with which his family has long been associated.

U.S. MARINES IN SHANGHAI.

A PROTEST. ALLEGED BARRED FROM Y.M.C.A. MEMBERSHIP.

OVERCROWDED BUILDING.

Shanghai, Sept. 6.

Colonel Henry C. Davis, commander, and Lieutenant Colonel Fred D. Kilgore, acting commander of the United States Marine Corps at Shanghai, have sent an official report to the Navy Department at Washington, D.C., protesting in strong language against action of the local foreign Young Men's Christian Association in barring enlisted members of the Marine Corps wearing United States uniforms from membership.

Col. Davis and Lieut.-Col. Kilgore allege that the Y.M.C.A. action was taken because a few British Army officers reside in the Y.M.C.A. dormitory, according to J. B. Powell, American newspaper reporter in Shanghai and one-time editor of the "China Press."

It is stated that the British army regulations prohibit officers residing in a building which is frequented by enlisted men.

George Fitch, general secretary of the Y.M.C.A. stated to the "Tribune" correspondent to-day that the action in barring the Marines from membership was not dictated by the British but was due to the overcrowded condition of the building.

Fitch declared that there is a Navy Y.M.C.A. located in Shanghai which Marines should frequent instead of the foreign Y.M.C.A., which is designed for the foreign civilians of Shanghai.

According to a spokesman for the Marines, some 200 enlisted men desired to join foreign Y.M.C.A. on the same basis as civilians, due to the fact that the building is located near their barracks, while the Navy Y.M.C.A. is already filled with sailors and the building is located nearly two miles from the marine barracks.

The foreign Y.M.C.A. was constructed last year largely through donations of John D. Rockefeller, Jr., Charles R. Crane, Capt. Robert Dollar and other contributors in the United States, the purpose being to provide Y.M.C.A. facilities for American young men in Shanghai.

However, the local financial campaign among British residents provided about twenty per cent. total of the capital.

Marine spokesmen allege that the foreign Y.M.C.A. committees are composed half of British personnel and the institution has become a British dominated private club instead of the organisation originally intended.

ALLEGED MURDER.

GRUESOME STORY OF BOY'S DECAPITATION.

EXTRADITION PROCEEDINGS.

The gruesome story of how a schoolboy was kidnapped by bandits in an inland district of Kwangtung and how the victim was decapitated and his head stuck on to a stick outside the ill-fated village which the robbers had raided, was told to Mr. R. E. Lindell at the Central Magistracy this morning.

Tsang Yu, the man who is "wanted" by the Canton Government for the alleged kidnapping of the boy whose name was Kwan Wei and his murder on July 17, 1927, was in the dock.

Mr. Somerset Fitzroy, assistant attorney general, prosecuted for the Crown, and stated that the Canton Government requested the extradition of the prisoner.

It was alleged that on July 17, 1927, about 80 robbers headed by the prisoner, raided the Wei Yun School in Pak Kong Village, Kau Kong.

There were nine students, including Kwan Wei, who was murdered as a threat to the families of the other victims and in order to force them to pay ransom.

Kwan Chan, a 16-year-old boy, told the story of how the robbers tied ropes around their necks and dragged them along during the kidnapping. Witness said that the prisoner was among the gang.

Mr. F. H. Loseby appeared for the defence.

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WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—Cranehill, Hong Kong Hotel, from Birmingham.

Syndicate, from Colombo.
William Walters, from Sydney.
E. A. LEGGATT,
Superintendent.
Hong Kong, 6th Sept., 1928.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Lee, ex Oil, from Amoy.
Daidogunny, from Shanghai.
K. A. CARSTENSEN,
Actg. Superintendent.
Hong Kong, 6th Sept., 1928.

PUBLIC AUCTIONS.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17th day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at junction of Broadway Road and New Road from Bowen Road to Tai Hang, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Dykes
1	At junction of Broadway Road and New Road from Bowen Road to Tai Hang	As per sale plan, 20,800	116	6.00	



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17th day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Morrison Hill Road, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Dykes
1	At Morrison Hill Road	As per sale plan, 4,200	4	3.00	



NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

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A Trial Order is Solicited.

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23A, Des Voeux Road C., Hong Kong.

NOTICES.

JAVA-CHINA-JAPAN LIJN.

ON the Occasion of the 25th Anniversary of the Foundation of the JAVA-CHINA-JAPAN LIJN, the Agent will be "AT HOME" at his office on MONDAY, 17th September, 1928, from 11 a.m. to 12.30 p.m.

THEATRE ROYAL.

Thursday, 20th Sept.
at 9.15 p.m.

FAREWELL VIOLIN RECITAL BY H. CECILIA HANSEN

THE MOST POPULAR
ARTIST EVER TO
TOUR THE ORIENT

POPULAR PROGRAMME

AT THE PIANO.
BORIS ZAKHAROFF

Prices: \$4, \$3 & \$2.

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DIRECTION:
A. STROK.

NOTICE.

WE Have This Day Moved Our Offices to KAYAMALLY BUILDING, No. 32, Queen's Road Central.

HAZELAND & GONELLA.
Hong Kong, 1st Sept., 1928.

NOTICE.

D. ASGER, DENTAL SURGEON, has removed his office to KAYAMALLY BUILDING, 20/22, Queen's Road Central.
Hong Kong, 1st Sept., 1928.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 6th October and on MONDAY, 8th October, 1928 (weather permitting) may be obtained at the Race Course, Hong Kong Club, and Causeway Bay Stables.

Entries will CLOSE at 12 o'clock noon on SATURDAY, 22nd September, 1928.
Hong Kong, 31st Aug., 1928.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, LO MAN PAN of Victoria, Hong Kong, HEREBY GIVE NOTICE that in consequence of the Launch "TEVIOT" being registered as a British Ship, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Launch "TEVIOT" of Hong Kong, heretofore owned by the CHINA SUGAR REFINING CO., LTD., for the Permission to Change her Name to "PEARL RIVER" and to have her registered in the New Name at the Port of Hong Kong as owned by me the aforesaid LO MAN PAN.

Any Objections to the proposed Change of Name must be sent to the Registrar of Shipping at Hong Kong within Seven Days from the appearance of this Advertisement. Dated at Hong Kong this 12th day of September, 1928.

(Signed) LO MAN PAN.

"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office: 25, Des Voeux Road Central. Tel. C. 6234.

First Branch: No. 5, D'Aguiar Street. (For Ladies only) (Telephone No. C. 6234)

Second Branch: No. 22, Queen's Road Central. (For Ladies & Gents.) (Rear Ground floor of Kayamally Building.)

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours: 8 a.m. to 7 p.m. on weekdays. 12 noon to 6 p.m. on Sundays.



WOMEN SUICIDES.

LARGE INCREASE REPORTED FROM PRUSSIA.

METHODS EMPLOYED.

Berlin.—Suicide among women in Prussia—as appears from statistics just published—has increased during the past half-century by 157 per cent., but among men only by 29 per cent. Nevertheless, self-destruction remains much more common among men than women.

Of the 9,746 suicides recorded in 1926, the year for which the figures are now made known, 6,988 were committed by men and only 2,758 by women. Not only absolutely, but also relatively, 1926 was a record year in self-destruction for the whole of the period since 1876, when the causes of death were first registered in Prussia. In that year there were 25.3 suicides to every 100,000 of the living population. The proportion was the lowest at 15.8 in 1888. It is significant, but not surprising, that the rate in Berlin was 47, or nearly twice that for the entire State.

Of the Prussian suicides in 1926, 3,002 took their lives by hanging, 1,733 (including 127 women) by shooting, 1,507 by drowning, 1,187 by inhaling domestic gas, 572 by poisoning, 386 by flinging themselves in front of trains, and 247 by jumping from high places.

As between religions, suicide is rarest amongst Catholics and commonest among Jews. In the latter case it is distributed pretty equally between the two sexes.

A significant illustration to the statistics is supplied by a case reported recently. Despite paternal prohibition, the twenty-year-old daughter of a peasant fruit farmer had her hair bobbed. When she came home from the barber she was soundly ratted by her father. This she took so much to heart that she drowned herself in the neighbouring lake.

Police Inspector Clark, of Lavender-hill station, Battersea, has retired after twenty-six years' service.

FIVE SPECIALISTS TOLD HER SHE HAD TUBERCULOSIS AND CANCER OF THE STOMACH—SHE COUGHED DAY AND NIGHT FOR YEARS—SUFFERED FROM OTHER AILMENTS—BUT POO ON CHINESE HERBS MADE A PERMANENT CURE.

Mrs. Leland R. Karker of 126, Maple Street, Modesto, Calif., U.S.A., says:—

"Five Specialists told me I was suffering from Tuberculosis and Cancer of the Stomach. I suffered greatly from pains in my right side and under my ribs; everything I would eat turned sour, troubling me greatly with burning pains and much gas in the stomach. This condition made me very nervous, and I could not sleep at night on account of my stomach trouble and cough. I also had severe pains in the forehead and top of my head. When I was fourteen years old I caught a bad cold and this developed into a bad cough that bothered me constantly. I coughed day and night, suffering also from fever—and at times so hoarse I could not talk above a whisper."

DOCTORS, SPECIALISTS AND CLIMATE ALL FAILED.

"I treated with many doctors before going to specialists. They all told me I was a hopeless case unless I made a change of climate. In 1912 my mother and I went to California from Buffalo, New York. I also took treatment from doctors in Modesto, but they could do nothing for me."

美國華醫余富倫
香港普安華藥局
大道中六十六號二樓

READ OF POO ON HERBS.

"I finally read in the newspapers about Poo On Chinese Herbs how others were cured by the herb treatment, so my husband called to see the Herbalist. I was immediately impressed on the theories of health, declared by the Herbalist and the simple Chinese Herbs. I thought the Herbs would help me but was still skeptical, as I had been disappointed so many times with various treatments and doctors, I was in such misery that I had to take something to gain relief and I thought I would take one more chance."

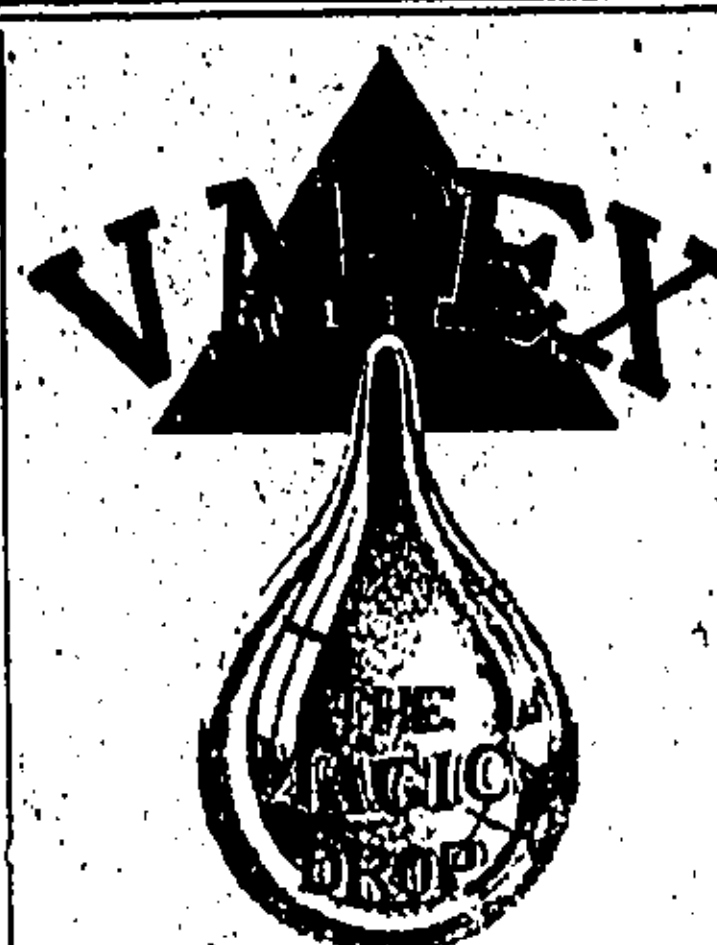
STARTED POO ON CHINESE HERB TREATMENT.

"I started the Poo On Chinese Herb Treatment and after taking the Herbs for a few days my cough stopped and my fever ceased. My appetite was good and I slept better every night. My troubles gradually left me. I am now well in every way, before taking the Poo On Herbs I weighed only 91 pounds—now I weigh 120 pounds. Many of my friends have said my hair well I looked and they wondered how I was regaining my health in such a rapid manner. Therefore I told them the whole truth advising them to take the Poo On Herbs if they are sick."

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The True Tonic Food



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Mosquitoes are annoying. They are also dangerous. They spread malaria and yellow fever germs. Roaches, Flies and Moths are other menaces to the health of your family. Kill them with **Whiz** Fly Paper. Double strength. 100% kill. Harmless to humans and pets. Will not stain the most delicate fabrics. Very pleasantly scented.

SOLD EVERYWHERE
1/2 Pint, 1 Pint, 2 Pint, 4 Pint, 8 Pint
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1/2 Pint, 1 Pint, 2 Pint, 4 Pint, 8 Pint



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REDUCED PASSAGE RATES.

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M.V. "VIMINALE"Sails hence on or about 11th Oct.
M.V. "ESQUILINO"Sails hence on or about 8th Nov.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "VENEZIA"Sails hence on or about 21st Sept.
M.V. "REMO"Sails hence on or about 16th Oct.
M.V. "VIMINALE"Sails hence on or about 13th Nov.

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Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
SHINYO MARU (Calls Nagasaki) .. Tuesday, 18th September.
SIBIRIA MARU (Calls Los Angeles) .. Tuesday, 2nd October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

SUWA MARU Saturday, 22nd September.

FUSHIMI MARU Saturday, 6th October.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 19th September.

AKI MARU Wednesday, 24th October.

BOMBAY via Singapore, Penang, & Colombo.

† NAGATO MARU (omit Penang) .. Thursday, 27th September.

AWA MARU Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

BOKUYO MARU Saturday, 20th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Tuesday, 9th October.

NEW YORK AND BOSTON via PANAMA.

† MAYEBASHI MARU Monday, 24th September.

† TOBA MARU Tuesday, 23rd October.

LIVERPOOL via Port Said, Geneva, Marseilles.

† LIMA MARU (Calls Glasgow) .. Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.

† MORIOKA MARU Tuesday, 18th September.

RANGOON MARU Sunday, 30th September.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 21st September.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU Monday, 17th September.

HAKATA MARU (Kobe direct) .. Monday, 17th September.

*NAGANO MARU (Moji direct) .. Thursday, 20th September.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

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SPECIAL SUMMER EXCURSION TICKETS ON SALE.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore.

Amazon Maru Sunday, 16th September.

ALASKA MARU Thursday, 11th October.

RIO DE JANEIRO, SANTOS & BURNOS AIRES—via Saigon, Singapore.

Colombo, Durban & Cape Town.

HAWAII MARU Saturday, 20th September.

LAPLATA MARU Friday, 20th October.

BOMBAY—via Singapore & Colombo.

INDUS MARU Thursday, 20th September.

SHUNKO MARU (Calls at Karachi) .. Thursday, 4th October.

BORNEO MARU Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—via Singapore and Colombo.

CHICAGO MARU Friday, 28th September.

CALCUTTA—via Singapore, Penang and Rangoon.

TACOMA MARU Tuesday, 25th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan ports.

LONDON MARU (Sailing from Dairen) .. Friday, 21st September.

MELBOURNE—via Manila, Brisbane & Sydney.

BURMA MARU Saturday, 6th October.

HAIKONG—via Hailow & Fakhel.

MENDO MARU Thursday, 13th September.

NEW YORK—via Japan ports, San Francisco & Panama.

ARGON MARU Thursday, 20th September.

JAPAN PORTS

SANUKI MARU Sunday, 16th September.

AMUR MARU Sunday, 16th September.

SEATTLE MARU Tuesday, 19th September.

KEELING—via SWATOW & AMOY

KISHU MARU Sunday, 16th September noon.

HOZAN MARU Sunday, 23rd September noon.

TAKAO—via SWATOW & AMOY

DELI MARU Thursday, 20th Sept. noon.

TAKAO & KEELING

SANUKI MARU Sunday, 16th September.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4055, 4059, 4062.

M. TAKEUCHI, Manager.

SHIPPING
SECTION.

AFTER 25 YEARS.

JAVA-CHINA-JAPAN LIJN
CELEBRATION.

STRUGGLE FOR PROSPERITY.

On September 17 the Java-China-Japan Lijn will celebrate their 25th Anniversary, for it was on this date 25 years ago the first steamer (s.s. "Tijpanas") left Batavia for China and Japan, thus opening the service of this well known Dutch Shipping Company.

The s.s. "Tijpanas" left Batavia with a full cargo for a round trip calling at Batavia, Semarang, Soerabaja, Makassar, Shanghai, Kobe, Yokohama, Kobe, Moji, Amoy, Hong Kong and Singapore. The Java-China-Japan Lijn was then a limited company with a capital of £3,000,000 and possessing a fleet of three ships: s.s. "Tijpanas", "Tijlapij", "Tijmahl". Of about 5,000 tons dead weight each. When the scheme was announced in Holland for the establishment of this new enterprise, the public there and in the Dutch East Indies showed very little confidence and called to mind that since 1878 on several occasions an attempt was made to establish a steamship service between the Dutch East Indies, China & Japan, but without success.

No Profits.

In the case of the Java-China-Japan Lijn, however, the Dutch Government was prepared to give the necessary assistance and granted a subsidy of £3,750,000 on condition that this should be paid back by instalments as soon as the profits of the Company were over 5 per cent. of the capital.

During the first ten years of their existence, the Java-China-Japan Lijn made practically no profits and it was not until the year 1918 that they could begin refunding the subsidy.

In 1916 the fleet of the Company consisted of 11 ships and the Java-China-Japan Lijn in conjunction with two large Dutch Mail Lines opened the Java Pacific Line, a monthly service with four steamers plying between Java, Hong Kong and the Pacific Coast.

During the period 1916-1920 considerable profits were made specially on the Java-Pacific service, which enabled the Java-China-Japan Lijn to repay the whole subsidy advanced by Dutch Government. After 1920 the boom in shipping turned to a slump and most of the profits made were lost again. This slump could only be met by imposing the strictest economy, but the Java-China-Japan Lijn was able to overcome all difficulties and the Company paid a dividend of 6 per cent. in 1927.

The Java-China-Japan Lijn, now a limited company with a capital of £7,000,000 possesses a fleet of 18 steamers, with a capacity varying between 5,000 and 13,000 tons dead weight each, fitted out with most modern appliances for handling cargo and accommodation of saloon and steerage passengers. It pines between the Dutch East Indies, China and Japan and is one of the most popular Lines calling regularly at Hong Kong and China Coast Ports.

MOVEMENTS OF STEAMERS.

The s.s. "Morea" was due here this morning and will leave for Shanghai, Yokohama to-morrow at 8 a.m.

The P. & O. s.s. "Kalyan" left Shanghai for this port on Sept. 11 at 4 p.m. with the mails, and is due here to-morrow at about 6 a.m.

The M.V. "Remo" (D. & Co.) sailed from Karachi on August 23 and is expected here to-day.

The B.I. s.s. "Talamba" left Singapore for this port on Sept. 10 p.m., and is due here on Saturday morning.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on Aug. 28; left Yokohama on Sept. 6 at 3 p.m., and is due at Vancouver on Saturday.

The American Mail liner "President Grant" will arrive here to-morrow, and will sail for Manila at 6 p.m. on Saturday.

The P. & O. s.s. "Mirapore" left Singapore for this port on Sept. 11 at 4 p.m. with the mails, and is due here on Sept. 18 at about 8 p.m.

The s.s. "President Jefferson" sailing from Hong Kong to Seattle via Shanghai, Kobe, Yokohama and Victoria, on Sept. 18 will leave this port at 8 a.m. instead of 10 a.m. as previously scheduled.

The M.V. "Toledo" (D. & Co.)

sailed from Norfolk on July 29, here on or about October 8.

GREEK M.M.

A CRITICAL PERIOD AT
HAND.

ENORMOUS EXPENSES.

It is no secret that the Greek mercantile marine is at the present time passing through a very critical period and that no improvement can be expected in the situation until Greek shipowners as a body have eliminated the differences which exist among themselves. Anxious to secure an authoritative opinion on the matter, the "London Correspondent of the Journal des Hellenes" recently sought an interview with M. Michael Embiricos, the well-known Greek shipowner in order to secure his view on the subject. In reply to a question as to the nature of the existing crisis, M. Embiricos said:-

"The crisis through which our mercantile marine is passing at the present is by no means new; it has already lasted for some time. Its causes? Well, principally the continued construction of a large amount of new tonnage in the big maritime countries. While the tonnage has increased by 80 per cent. in comparison with the pre-war figure, consumption, owing to the economic crisis is materially reduced."

"During the war industry was soaring while agriculture underwent a tremendous development, as each country was endeavouring to supply its own needs, but that is not the case now. The institution of Bolshevism in Russia and the cessation of commercial relations with that immense country helped in a very large degree to accentuate the uneasiness already existing in the mercantile marine."

"When you take into account the enormous expenses, involved in the moving of ships, depreciation, the cost of repairs, &c., you will perceive that the present rates of freight can only involve heavy deficits. I may add that to-day the shipowner has ceased to reckon how much profit his ship can earn; he is satisfied with calculating how he can attenuate his loss."

"In Europe the owners who have regular navigation lines and fixed engagements are continually building new vessels. They sell their old ships of small tonnage—6,000 tons, for example—and replace them by others of 8,000 to 10,000 tons. But instead of the old vessels being scrapped, they find purchasers among the small owners who operate them, and thus the total tonnage is constantly increasing."

Asked if he thought that the Hellenic mercantile marine was more severely affected by the crisis than others, M. Embiricos replied:

"In this general crisis the Hellenic mercantile marine is suffering more than any other. The greater number of its ships are old, a fact which increases the insurance premiums and unfortunately the small number of our new ships are also involved in the same heavy cost. It is impossible for Greek ships to compete with the old-established and large navigation companies of the industrial countries which always receive the preference. In the second place, the shippers of important mixed cargoes avoid the Greek flag on account of the higher cost of insurance. Thus the Hellenic commercial fleet is confined to the transport of coal, cereals, timber and cargoes, which, owing to their lesser value pay, lower rates of freight."

"You think, then, that there is no remedy for this situation?" the interviewer inquired, and M. Embiricos replied:

"Alas! I am not optimistic in regard to the mercantile marine, apart from presuming some catastrophe or other—war or a general strike—which would allow shipowners to make a little profit."

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benvenue" are reminded to take delivery of their goods which will be subject to rent after Sept. 17.

and is due in Hong Kong on Sept. 24.

The C. P. S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong, via Japan ports and Shanghai, on September 6 and is due here on September 24. She will sail for Manila on September 25 at 5 p.m.

The s.s. "Benares" (Swedish East Asiatic Co., Ltd.) left Southampton on August 28, and is due here on or about October 8.

FOR GALLANTRY.

CHINESE PRESENTATIONS
ON "SAN NAM HOI."

ANTI-PIRACY EPIC.

That epic of anti-piracy work on the West River, the successful stand made by the officers of the s.s. "San Nam Hoi" between Kongmoon and Kaukung on Jan. 17, was further praised yesterday when Captain W. H. Sparke and Mr. M. F. Houghton (chief engineer), whose services have been officially recognised by the Hong Kong Government, were presented with gifts from the Kowkong District Chamber of Commerce (in Hong Kong) and the passengers on the ship at the time.

Those present included Captain T. T. Laurensen, D.S.C., of the China Coast Officers' Guild; Mr. W. J. Stokes, of the Marine Engineers Guild of China; Mr. So Shou-nam and Mr. So Ying-choy, owners of the "San Nam Hoi"; Messrs. Sum Pak-ming, Kwan Chung-fong, Lo Kee-wah, Kwan Sik-chuen and Chan Chau of the Kowkong District Chamber of Commerce (of Hong Kong); Mr. Chui Man-hing, an elder of Kowkong, representing the passengers.

Mr. Sum's Speech.

In making the presentation, Mr. Sum Pak-ming said:—"We have met here to-day to do honour to Captain Sparke and Mr. Houghton, who by their gallant conduct, saved the s.s. "San Nam Hoi" from pirates on January 17 of this year. As a token of gratitude and in recognition of their gallantry, the Kowkong Chamber of Commerce and passengers of the "San Nam Hoi" on that occasion have decided to make Captain Sparke and Mr. Houghton a present, which they trust these officers will be good enough to accept, with all good wishes for their future."

Replying, and also speaking on behalf of Mr. Houghton, Captain Sparke said the word "gallantry" was extravagant but he and Mr. Houghton appreciated to the full the valuable marks of esteem.

"Saved the Ship."

Captain Laurensen spoke on behalf of both guilds and expressed official appreciation of the Kowkong Chamber's presentation. Captain Sparke received a silver cup and a silk scroll. Mr. Houghton received a silver cup and a gold chain and medallion inscribed "For gallant efforts in saving life." On the cups were inscribed:-

"Presented by the Kowkong Chamber of Commerce and the passengers of the Kowkong district in recognition of the gallantry he displayed in repelling a piratical attack on the s.s. "San Nam Hoi" on January 17, 1928. By his gallant conduct he succeeded in protecting the lives of all the Chinese passengers and saved the ship."

The Naval Ordnance Office announces that a quantity of fireworks will be burnt for proof purposes at Stonecutters Rifle Range on Friday, September 14, during the evening.

It is reported that the crews of the new British cruisers ("Cumberland," "Berwick," etc.) will hold a regatta at Wei-hai-wei this month prior to these ships proceeding south.

CANADIAN PACIFIC

SHORTEST AND-QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPRESS OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPRESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPRESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPRESS OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPRESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPRESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPRESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from S'hai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Sept. 25	Sept. 27	EMPRESS OF CANADA	Sept. 28
Oct. 10	Oct. 18	EMPRESS OF RUSSIA	Oct. 19

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BRITISH WUCHOW LINE

SEPTEMBER—SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,008 tons—Capt. O. B. Wilks.]

SEPTEMBER.

MON. 17th FRI. 28th

SUN. 23rd

S.S. "TAI MING"

[649 tons—Capt. J. Spink.]

SEPTEMBER.

SUN. 16th WED. 26th

FRI. 21st

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KWONG WING Co., Ltd.

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£5 and £10 denominations—bound in a small
handy wallet—and cost only 3/4 of 1 per cent.Secure your steamship tickets, hotel reservation and
itineraries; or plan your cruise or tour through

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BANK LINE LTD.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF KHARTOUM" Havre, London, Rotterdam, Hamburg & Glasgow .. 24th September.

S.S. "CITY OF DELHI" Havre, London, Rotterdam & Hamburg .. 24th October.

S.S. "CITY OF GLASGOW" Havre, London, Rotterdam & Hamburg .. 17th November.

S.S. "CITY OF MOBILE" London, Rotterdam & Hamburg .. 9th December.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF WELLINGTON" via Suez Canal 5th October.

S.S. "CITY OF KHOS" via Suez Canal 28th October.

S.S. "CITY OF PERTH" via Suez Canal 30th November.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & CUBAN PORTS AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK" via Suez Canal 15th October.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 15th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,

Inhambanga, Zumbo, Morrumbasa, Port Nolloth, Luderitz Bay, Walvis Bay

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

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(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	20th Sept.	Marseilles, London, Antwerp & Hull.
*KIRZAPORE	9,716	25th Sept.	Marseilles, London, Antwerp & Hull.
*KIDDERPORE	10,563	13th Oct.	Marseilles & London.
*KILIVA	9,334	24th Oct.	Marseilles & London.
	9,135	27th Oct.	Marseilles, London & Hull.

*Cargo only. *Calls Casablanca.

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BRITISH INDIA-APCAR SAILINGS.

*GAMBADA	5,307	20th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,349	1st Oct.	Singapore, Penang & Calcutta.
TALAMBA	6,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	19th Oct.	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thursday Island.
ARAFURA	6,956	30th Nov.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,000	2nd Nov.	
ST. ALBANS	4,500	28th Dec.	

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,953	14th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe, Yama & Osaka.
*MIRZAPORE	6,715	19th Sept.	Shanghai, Moji & Kobe.
*KIDDERPORE	5,334	27th Sept.	Shanghai, Moji & Kobe.
*LAHORE	5,252	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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SAILINGS FROM HONG KONG.

S.S. "PHEMIUS"	Via Suez Canal	19th Sept.
S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th Oct.
S.S. "AGAPENOR"	Via Suez Canal	17th Oct.
S.S. "CITY OF KHOS"	Via Suez Canal	28th Oct.
S.S. "PYRRHUS"	Via Suez Canal	16th Nov.
S.S. "CITY OF PERTH"	Via Suez Canal	30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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PASSENGER LIST.

DEPARTURES.

Passengers departed by the a.s. "Empress of Asia" yesterday were:—

Mrs. M. M. Annett, Mr. E. J. Annett, Mr. and Mrs. B. Aron, Mr. F. M. Brito, Mr. U. Blumenthal, Mr. P. Brennan, Mrs. M. M. Benman, Mr. W. M. Benman, Mr. M. Buissevain, Mrs. R. F. Blodgett, Miss L. A. Carter, Mrs. H. Caswell, Miss H. V. Caswell, Mr. S. Dunn, Mr. and Mrs. L. Dunbar, Miss E. B. Dunbar, Mr. S. Dawson, Mrs. A. W. Davison, Mrs. M. E. S. Dawson, Rev. Bro. John Dorsey, Mrs. H. Gittins, Mr. A. Gutierrez, Mr. and Mrs. H. G. Goddard, Miss Denise Giesela, Mr. A. A. Gillespie, Mr. U. S. Greer, Mr. G. Hare, Mr. S. J. Hicks, Mr. J. T. Hindle, Miss S. van Hall, Mr. A. F. van Hall, Miss Inga Dorothy, Mr. F. G. Jenkins, Miss M. E. Jesselyn, Miss M. Kotewall, Lt. H. A. Kelly, Mrs. D. J. Lewis, Mr. and Mrs. J. Ladbury, Mrs. Lee, Miss E. Lord, Mr. Edward Lee, Mr. and Mrs. C. Lacke, Miss M. Locke, Mrs. J. S. Murray, Mr. and Mrs. A. D. Morrison, Mrs. C. M. Manners, Miss N. V. Morrison, Mr. H. R. Middleton, Mr. Y. S. Wong, Mrs. Matilda Paulina, Rt. Rev. G. F. Mosher, Mr. and Mrs. C. J. M. Milo, Mr. and Mrs. J. W. Mearns, Mr. T. A. Martin, Mr. R. J. Maclean, Mr. R. A. Nicholson, Mr. A. D. M. Maciamceno, Mr. H. C. Pullon, Sister Lucie Pougeade, Mrs. M. Y. Ray, Paymaster Comdr. M. Rogers, Mr. and Mrs. H. W. Raymond, Mr. W. Raymond, Miss H. Raymond, Miss R. Raymond, Mr. W. Squires, Mr. and Mrs. U. Spallinger, Mr. C. L. Sandes, Mr. J. C. Sibley, Miss M. H. Stuckey, Mr. R. J. Salmon, Rev. E. L. Sonder, Mr. A. G. F. Smith, Lt. E. W. Thurston, R.N., Capt. J. S. Thomson, Maj. and Mrs. H. A. Westendorp, Mr. G. M. D. D. Wolf, Mr. and Mrs. R. T. White, Mr. Peter Wong, Mr. T. R. Worthen, Miss C. Wilcox, Mr. and Mrs. S. K. Young, Mr. K. Young.

KIEE CANAL TRAFFIC.

A report received by the Department of Overseas Trade from His Majesty's Consul-General at Hamburg states that traffic through the Kiel Canal during the month of June was exceptionally heavy. It consisted of 5,018 vessels aggregating 1,754,235 net register tons, which, although less than in the same period of 1927 by about 600 vessels, aggregating 130,000 net register tons, represents an increase over May, 1928, of about 400 vessels of 300,000 net register tons. Of the 5,018 vessels constituting the total traffic, 2,289 were registered as seagoing steamers aggregating 1,599,074 net register tons. Of these vessels 1,169 were cargo and passenger steamers aggregating 1,593,099 net register tons, 116 were tugs aggregating 4,222 net register tons, and four were fishing steamers of 526 net register tons. In addition to these, 2,890 were sailing craft totalling 110,289 net register tons, and 183 lighters and barges of 60,406 net register tons. The vessels were loaded as follows:—70 with passengers, 128 coal, 132 stone, 43 iron, 493 timber, 745 grain, 24 cattle, 688 ore and other goods in bulk, 978 piece goods, 95 general cargo, and 1,617 empty or in ballast (31 per cent. of the whole traffic). Following the general increase in traffic, vessels with cargo formed a greater proportion than during the previous month. This was especially the case with grain cargoes, whereas stone and iron cargoes fell off slightly.

BOYS RE-RIG A SHIP.

A hundred or more happy youngsters, sturdy of build and aglow with health, gave a hearty welcome on a recent Saturday aboard their ship, the "Cornwall," to Mr. G. H. Wilkinson, junior, the chairman, and the members of the County Purposes Committee of the City Corporation, on the occasion of their annual visit of inspection. The vessel, an old man-o-war, built of teak at Bombay in 1815, and commissioned as the "Wellesley," ended her fighting days in 1868, when she was rechristened the "Cornwall" and became a reformatory school training ship. During the past year the officers and boys, without outside help, have re-rigged the ship as a three-masted vessel.

Mariners are notified by the Commissioner of Customs at Foochow, as follows:—

On or about September 10, the work of closing the gap between the old and the new dykes at the Ah Talk Valley will be undertaken.

All craft, therefore, must keep to the South of the extended dyke where there is now a navigable channel.

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LURE OF BUDDHISM.

EUROPEAN CONVERTS IN THE EAST.

The lure of the yellow robe, of which Reuter recently cited the case of Capt. Robinson, late of the Indian Army, is discussed by Dr. van Mannen, the well-known Buddhist scholar and Secretary of the Asiatic Society, Bengal, in the course of an interview published in the "Statesman."

He referred to the case of a Frenchman who was recently found dead at Simla, who for decades had been a converted Hindu recluse. He had been in charge of a sanctuary, and his death gave rise to complications concerning the right of succession.

Continuing, Dr. van Mannen, said:—

"Captain Robinson is only a follower in the footsteps of quite an appreciable number of forerunners, whose unknown quests and tribulations are often romantic and pathetic, and whose lives sometimes have been veritable epics of enterprise, suffering, idealism, and sometimes disenchantment."

TREBITCH LINCOLN.

"The gay note is not altogether absent, however, from the record of these experiences. There was Trebitch Lincoln, who, after an adventurous career and a dubious record during the War, turned up in China and Ceylon in the guise of a Buddhist convert, claiming that he had found lasting peace for his troubled soul as a disciple of the Buddha."

"But I remember the case of a young man of a good family from Amsterdam who was sent out some 20 years ago to take charge of the local depot of his firm at Shanghai. On landing for the afternoon at Colombo, he went to see a Buddhist temple there, during the stay of the steamer in harbour. Within five minutes he made up his mind and remained behind, turned monk, and served a hard novitiate for several years. He went up and down India, and I heard of him on the road to Yunnan in a fruitless attempt to penetrate into Tibet, complaining of the suspicion towards a white-skinned man wherever he went. At last, I believe, after 10 years of endeavour, he returned to Europe disillusioned."

MONKS AT BANDARAWELA.

"I also remember three German monks who had embraced Buddhism living in a little hotel at Bandarawela, in Ceylon. I met them in tragic circumstances, one having contracted dysentery through drinking unfiltered jungle water. He died in a few weeks."

"One of the three, named Bikkhu Nyanatloka, a well-known Pali scholar, returned to Europe with some of his colleagues, and a little Buddhist retreat was created for them, where, so far as I am aware, he is still working."

"Then there was the remarkable case of a French woman, Madame Neel, who after visiting Tibet and Lhasa, and spending some years in a cave at Sikkim, was an inmate for years in a monastery in Mongolia."

"There was also a young Scotsman who took the yellow robe and lived mainly in Burma, where he edited a valuable Buddhist review. I met him several years later in Madras, emaciated and ill, suffering from the results of his hardships."

A DISILLUSIONED BELGIAN.

"Another was Mr. F. T. Brooks, a Belgian, who wandered up and down India lecturing, preaching and living as a Hindu Sadhu. He published a number of books, specialising in the exposition of the great Hindu gospel of Bhagavat Gita, but he took his own life in a fit of despair."

"Disillusioned about life and the world, a man named Keagy retired to the jungles near Madras, sat down and starved himself to death. He is still venerated by the jungle folk as a great saint, and his death place is hallowed."

"These cases constitute an extraordinary record of the aspirations and struggles of the human soul and of human paths. Some have won success in the great quest of living to a ripe old age and dying in peace, while others have failed in the struggle and been broken in the attempt."

A true story from the Police Lawn Bowls Club:—First Enthusiast: Old Mac does not bowl anything like he used to. He drinks too much.—Second Enthusiast: Why, he has been a teetotaler for years.—First Enthusiast: Ah, that accounts for it!

A swarm of bees settled in a dog kennel at a house in Field Wood, Crawley, and a cocker spaniel and her three puppies were stung to death.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 1st October 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m., by Messrs. Goddard & Douglas.

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Pres. Taft Nov. 6th.

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Pres. Hayes Oct. 7th 8 a.m. Pres. Garfield Nov. 18th 8 a.m.
Pres. Folk Oct. 21st 8 a.m. Pres. Harrison Dec. 2nd 8 a.m.

To Manila

Pres. Grant Sept. 15th 6 p.m. Pres. Madison Oct. 9th 6 p.m.
Pres. Lincoln Sept. 25th 6 p.m. Pres. Pierce Oct. 13th 6 p.m.
Pres. Cleveland Sept. 29th 6 p.m. Pres. Jackson Oct. 23rd 6 p.m.

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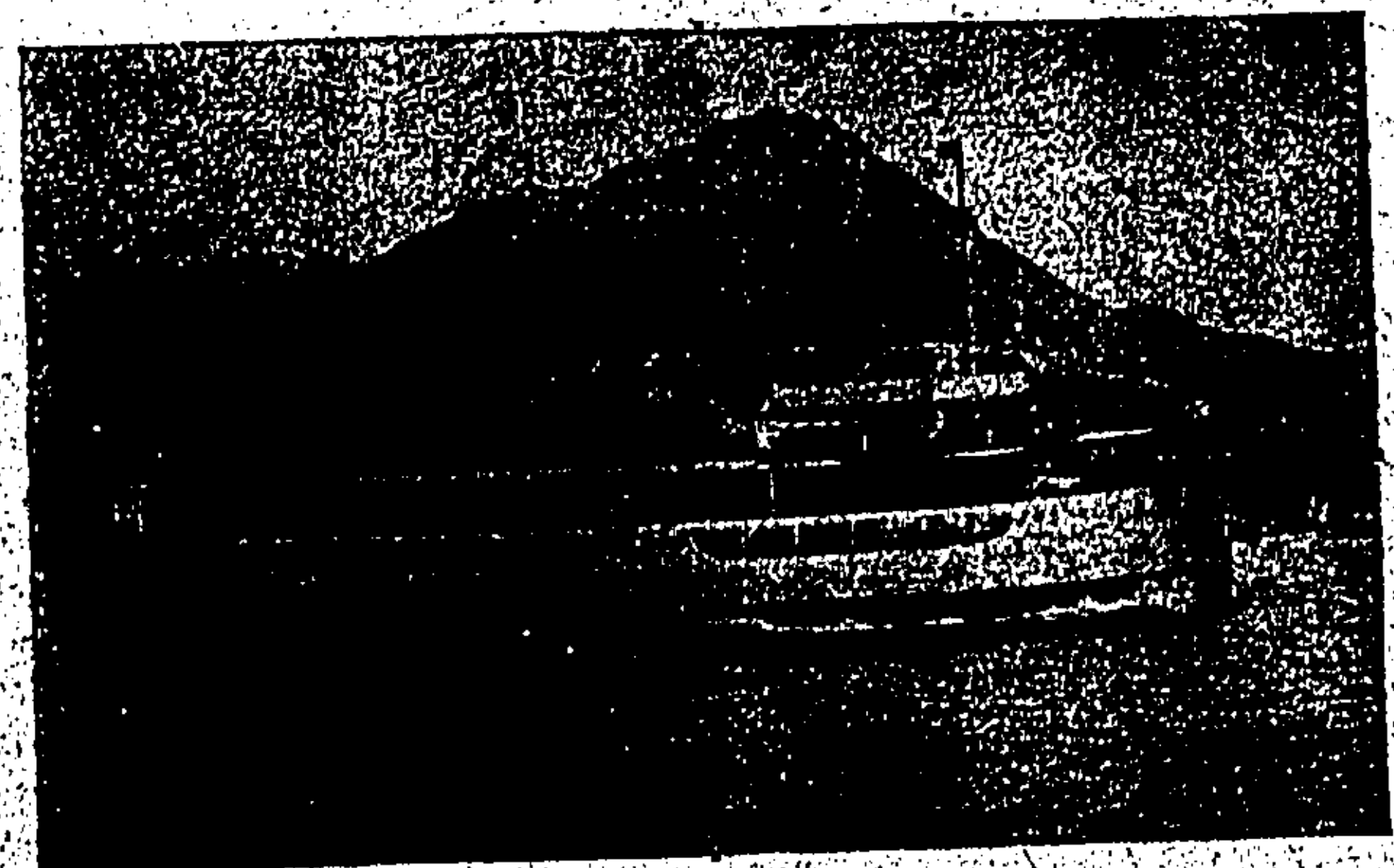
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Hong Kong, Thursday, Sept. 13, 1928.

THE ONLY WAY.

Lord Cushendun, whose masterly reply to the Soviet delegates at Geneva is still remembered in international circles, has again displayed that degree of statesmanship and clearness of vision which has characterised all his utterances since succeeding Lord Cecil as Britain's premier representative on the Council of the League of Nations. Speaking soon after the "dare-up" occasioned by Mr. Briand's remarks obviously directed at Germany, Lord Cushendun, referring to the desire for agreement on the question of disarmament, said he was confident there would be general concord if all would show less distrust in each other, and if critics were less ready to attribute to others hidden designs and ulterior motives.

This view of the situation prevailing at Geneva is, it seems, the right one, though, under present arrangements, it is difficult to say how mutual distrust is to be dispelled. Since the inauguration of the League there has been so much lip-service and so many fine things said, one Power to another, that such distrust is but natural. Now and then, as in the case of the Briand incident, the speaker is knocked off the conventional activities of the delegates, and we then are treated to a display of teeth on the part of the allegedly aggrieved party and a veiled threat that more will be heard of the matter. Which appears to show that the League of Nations is only able to function while every member is polite to every other member, a very desirable state of affairs but not always easy of accomplishment. For that feeling of distrust is con-

tinually there, and the League itself possesses no machinery to eliminate it.

Salvation must come from the ranks of the members of the League and not from any veto or command issued by the central body. Out of the Powers assembled at Geneva and paying this lip-service to the cause of disarmament and the suppression of war there must arise a nation with sufficient courage and sufficient faith to take the first great step towards world peace. All that Power would have to do, as we have asserted before in these columns, is to cut down its naval and military strength so that it was left with less than is considered necessary for its lawful commercial aims and adequate protection. This is the only way in which that distrust now ruling at Geneva can be driven from the Council chamber of the League. But who will take the first step?

Snubbing The Soviet.

It is not characteristic of the English to administer snubs. It is alien to our disposition to be little anyone. If, however, anyone has deserved mild castigation at our hands it is the Soviet, and it is good to note that they are now receiving it. One of yesterday's Reuters' telegrams informed us that on the Soviet Government training ship "Vega" put-ting in at Gibraltar, sixty-five cadets aboard desired to land; but quietly and effectually they were turned back by the authorities, and only the captain permitted to proceed ashore. Not so long ago when a Soviet training ship was in Swedish waters the cadets so far forgot what was due from them as guests to Sweden that they made use of their opportunities to propagate their fantastic Bolshevik doctrines. They were smartly called to order by the Swedish authorities and had to make their exit promptly. Little more than a year ago Russians in London, trading as Arcos Ltd., were discovered to be nothing more nor less than Soviet agents. Their premises were ultimately closed and they themselves soon found that their room was preferable to their company. The other day the Soviet Authorities said that while they were willing to receive a British merchant vessel at Kronstadt they disapproved a British warship. We did not think it worth while to press the point. We have soon had an opportunity of returning the compliment, by denying, as stated, Soviet cadets an entrance to Gibraltar, a snub which the Soviet and their supporters richly deserve. Should a similar occasion arise again we trust that the Soviet will be made further to realise that more and more as time passes will it be their lot to be snubbed and ostracised.

The case in which a man and woman are charged with conspiracy to defraud a woman of \$30, was adjourned at the Kowloon Magistracy yesterday.

Miss M. Colbert, who is to marry Mr. T. Murphy, of the Hong Kong Police, on Saturday, arrived from Home by the P. and O. s.s. "Morea" this morning.

A man was fined \$10 or 10 days' imprisonment by Mr. E. Lindell, at the Central Magistracy this morning, for driving a motor-car without having a licence.

Dr. J. H. Sanders, Superintendent of the Matilda Hospital, Mount Kellett, has gone to Indo-China for a short holiday. He sailed by the s.s. "Portofo", on Tuesday.

A woman, yesterday found in possession of 25 tins of opium at Connaught-road Central, was fined \$2,000 or 6 months' hard labour, by Mr. R. E. Lindell, this morning.

Laung Pin (18), a waitress, living at No. 187, Des Voeux-road Central, was admitted to the Government Civil Hospital yesterday, suffering from the effects of opium poisoning.

For having in his possession, 100 "po plu" lottery tickets at Connaught-road West yesterday, a man was fined \$50 or 4 weeks' hard labour, by Mr. R. E. Lindell, this morning.

A fine of \$5 was imposed by Major C. Wilson, at the Central Magistracy on a Chinese constable, of No. 7 Station yesterday. Mr. Horace Lo for the complainant, summoned the defendant for assault.

Two men employed by the P.W.D. were charged, in respect to the loss of a tin of kerosene, this morning at the Central Magistracy. The case being proved one defendant was fined \$50 or in default 4 weeks' hard labour and the second defendant \$25 or 2 weeks.

The trade mark case in which the Cheung Wah Battery Co. is alleged to have infringed the mark of the "Eveready" torch was continued at the Kowloon Magistracy this morning. There are five charges, three relative to the alleged possession of false trade marks and descriptions.

The case, in which a man and three girls are charged, in connection with highway robbery at Ping Shan, was resumed at the Kowloon Magistracy yesterday. Mr. Leo d'Almada, for the fourth defendant, questioned the complainant regarding her husband's death and her financial standing. He submitted, however, that witness could say nothing against his client. The case was adjourned.

The forthcoming marriage is announced of Dr. V. H. Moore, assistant Government bacteriologist, Mount Davis-road, and Miss I. M. A. Clarke, of No. 67, London-avenue, North End, Portsmouth, who is coming out on the s.s. "Khyber" also of Mr. Paul Hion, clerk in the Banque de l'Indo Chine, whose address is No. 56, Robinson-road, and Miss Mary Chan, of No. 13 San Wai-fong.

Mr. Sydney Clarke, at the Dockyard Recreation Club last night, was presented with a silver tea service from his colleagues, on the occasion of his impending departure. The presentation was made by Mr. Yapp. Mr. Parker, president, Messrs. G. Longyear (piano solo and accompanist), A. Hopper, C. Bennett and H. Beer (songs), and W. Gill (recitation), contributed to the programme of entertainment during the evening.

A girl, aged ten, named Pun Fung-ming, living at No. 141, Lai-chik-ko-road, was yesterday run over by bus No. 102 of the Kowloon Motor Bus Co. Death was instantaneous. The deceased, it is reported, ran across the road at Nam Cheung street at about 9.50 a.m. and was crushed by the front wheel. A boy, named To Man-hui, eight years of age, living at No. 446, Nathan-road, Kowloon, was the victim of a similar fatality, being run over by No. 107 bus of the same company; the sad affair occurring at about 7.20 p.m. near the crossing of Public Square street and Nathan road.

Mrs. Susannah Crane, for seven years an inmate of Edmondton Workhouse, who was 101 recently, has had her hair bobbed.

The funeral of Mr. D. L. Jones (New Testa), the driver of Elsie's car, conducted, took place at Bangor.

A hundred-year-old Suffolk land, the "Power Mill" was destroyed by fire.

The British Medical Association has decided to hold its 1928 congress at Portsmouth.

MR. WOO HAY-TONG.

MUNIFICENT GIFT FOR EDUCATION.

GOVT. APPRECIATION.

At a meeting of the Board of Education on September 12, reference was made by the Director of Education to Mr. Woo Hay-tong's munificent gift of \$100,000, bringing in an annual income of some \$8,400, in aid of education and for provision of free scholarships in this Colony. Mr. Wood said that he was glad to have this opportunity of formally announcing Mr. Woo's generosity to the Board, and added that a scheme had been drawn up providing free scholarships throughout all the Government Anglo-Chinese Schools, and that in addition St. Joseph's College, the Diocesan Boys' School and the Diocesan Girls' School would come in for substantial benefit.

Mr. H. K. Woo, a member of the Board and a brother of Mr. Woo Hay-tong, replied that his brother had for many years been anxious to do something for education in Hong Kong and that at one time he had thought of starting and endowing a school of his own, but as he found himself unable to devote the time necessary to the proper development of this project, he had decided to place this sum at the disposal of the Director of Education who he felt sure would be able to apply it adequately and make the best use of it in the public interest.

The Board passed a resolution expressing its grateful appreciation of Mr. Woo Hay-tong's generosity.

LATE MRS. STEDMAN.

FUNERAL AT BUBBLING WELL CEMETERY.

At the Bubbling Well Cemetery, Shanghai, on the 4th inst., the funeral took place of Mrs. Mary Idella Stedman, who died in Pasadena, California, following an operation for appendicitis on July 29 last.

The remains were brought to Shanghai from Los Angeles by the str. "President Wilson" and were buried in the family lot at Bubbling Well Cemetery in which her late father, Capt. W. H. Lunt, and the infant nephew, Maxwell Lunt, are also buried.

Mrs. Stedman was born in Shanghai in 1891 and had spent nearly all her life in this port, where she took part in many local activities. For one season, she was chairman of the Music Department of the American Women's Club and in her early years took a keen interest in the King's Daughter's Society. She left Shanghai to live in California, where she came to an untimely and greatly regretted end. She leaves a son, Theodore, who is about to enter Harvard University, and a daughter, Helen, who is eight years old.

The service was conducted by the Rev. F. L. Hawks Pott in the presence of members of the family and relatives and a large number of friends. The chief mourners were Mrs. J. I. Lunt, the late Mrs. Stedman's mother; Mr. Carroll Lunt, her brother; and Mrs. Carroll Lunt, her sister-in-law.

The pall-bearers were Mr. Stirling Fessenden, the Rev. George A. Fitch, Mr. V. G. Lyman, Mr. J. A. Trevor Thomas, Mr. Gavin Wallace and Mr. W. J. Wilson.

BAN ON BOOKMAKER.

DISQUALIFIED FOR ONE YEAR.

Percy George Wilson, trading as "Bob" Wilson, of Westminster Palace-gardens, S.W., was summoned before Mr. Boyd, at the Westminster Police Court, for not delivering a return in respect of bets made by him during the week ending Feb. 17 last. There was a second summons for failing to produce on demand the field book used by him at Lingfield on Feb. 10 and 11, Wembley greyhound races on the evening of Feb. 11, and at Newbury on Feb. 16.

Mr. Pierson, prosecuting, said it was alleged that the book which the defendant produced for inspection by an Excise officer was a fictitious one.

Defendant said the book he produced was the same as the officers say on the course. He had been a bookmaker for twenty-five years and in the first twelve months the tax was enforced he paid the State \$1,900. He only had one book and he bore a high character.

Mr. H. W. Wickham, counsel for the defendant, urged that the Revenue had not been defrauded, which, after all, was the main thing.

The Magistrate said he had come to the conclusion that the book produced was a false one, but that the fact that he intended to exercise his power of disqualifying the defendant for a year, there would be a comparatively small penalty—£25 and costs on one summons.

PRAPS, PRAPSNOT!

Housewife (suspiciously): "I see you have placed all the best tomatoes on the top."

Stallkeeper: "Yes, I do. That saves you the trouble of hunting through the box for 'em."

The young lady who was obviously French entered the coal merchant's office. "Pardon, M'sieu," she said: "I want to ordain one ton of coal." The clerk, who rather prided himself on his knowledge of French, rose gallantly to the occasion. "Oui, oui, Ma'm'selle," he replied. "How shall I send them—a la carte or cull de sac?"

An American train was being held up by bandits, and Isaac, a revolver levelled at his head, handed over a wad of notes and a little pile of money. At the last moment he snatched back three or four of the coins.

"Put that back, or I'll let daylight through your ears!" snarled the bandit.

"But surely," moaned the victim, "in a strictly cash transaction dere will be liddle discount?"

American Police Chief: "Well, did you work the third degree on that guy, as I told you?"

Detective: "Sure we did; we badly ragged and cross-crossed and tormented and badgered him every way we could think of."

"And what did he have to say?"

"He just sort of dozed off and muttered, 'S all right, Maria; s all right—have it your own way.'"

Sandy had recently had his photograph taken, and, being pleased with it, took it round to show a friend, at the same time asking his opinion. His friend looked it over very critically, and casually remarked: "Rather flattering, isn't it?"

"Flattering!" said Sandy. "What makes you think that?"

"Well," replied the other, "I see you have your hand in your pocket."

A circus was paying a visit to Little Mumcombe for the first time, and naturally the inhabitants were much interested in the wonders of the "World's Biggest and Brightest Show."

Little Willie Jones was greatly interested in the elephants, going close up to one of them.

"Mind, Willie," said his fond mamma, on seeing the elephant putting its trunk into her offspring's hand. "Be kind to him or he might sting you!"

A certain young man who was inclined to fancy himself as a motor-engineer had bought a second-hand car at a local sale, and had just completed one or two urgent repairs to it. He stepped back and surveyed his handiwork.

"There," he exclaimed, turning to a friend, "you'd never think she was second-hand now, would you?"

His friend cast a critical and speculative glance over the car before replying. "At last he spoke."

"N-no," he agreed, "it's more like something you'd made yourself."

Summoning all the pathos possible into his voice, the amateur settlement lecturer was addressing his large audience on the different countries and peoples of the world.

He explained at long length the conditions under which they lived, and how they fared. "Just think of this, my friends!" he cried sympathetically, "there are certain people in one part of the world who live entirely on garlic alone! Just try to imagine it! On garlic alone!"

"Is that right, guv'nor?" inquired a listener on the front seats.

"It is, my dear friend," replied the lecturer, "isn't it awful?"

"Well," remarked the questioner, as he made for the nearest exit, "if they live on garlic they ought to live alone!"

"I say," said the new curate, looking up from the morning paper. "Have you heard about the dean who was found in a box?"

"No!" cried the rector excitedly. "Which dean was that?"

"The sardine."

Teacher (to daughter of up-to-date modern mother): "Dear, don't you want to grow up to that everybody will look up to you?"

Child (decidedly): "Oh, no, Ma'am, I want to grow up so that everybody will look round at me!"

The greengrocer was standing at his shop door when an old lady came along to buy some gooseberries. She looked at the fruit and then turned to the greengrocer.

"These gooseberries look rather dirty, don't you think?" she said.

"Well, madam," returned the greengrocer, "you can't expect me to wash their faces and put their hair in the middle for fourpence a pound, can you?"

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LADY HITS OUT.

BACHELORS' SOMETHING
FOR NOTHING!

IPOH CONTROVERSY.

How different local social life is from that of Malaya is shown by the following from the "Straits Times":—

Ipo bachelors are in revolt. A lady has written to the local newspaper complaining that they consume endless pahits and many dinners in the bungalows of their married friends, and they do not return this hospitality. Another lady backs up the originator of the controversy with the charge that the bachelors cannot be kept away at the pahit hour, whether the "Not At Home" box is displayed or not.

There are two hotels in Ipoh, the ladies complain. Why should not the bachelors give an occasional dinner for a change? The Malayan convention that a bachelor need not return hospitality is overworked, they say. Altogether, there are the makings of a pretty little controversy in Ipoh's pleasant club and suburbs.

The lady who first summoned up courage to air in public a grievance which had evidently slumbered within her bosom for months made a touching appeal to the editor of that most upright of journals, the "Times of Malaya." "My husband says I am daring to write to you as my name may leak out," she wrote, "but I am trusting to you, as I am sure editors never tell."

Nevertheless, the lady selected "Daring Daisy," as a suitable nom-de-plume, evidently realising that she was about to explode a bombshell in the ranks of bachelordom. This was her complaint:—

"IS THIS USUAL IN MALAYA?"
Sir,—As I am a newcomer and you are what people call an "old hand," will you be so kind as to answer this query.

"When I first arrived here a few months ago lots of people called upon me—married couples and young bachelors. The married folks call I returned and my husband returned the bachelors' calls. Then came dinner invitations from the married folk and return invitations from myself.

"Next, I had the bachelors to dinner, going steadily right through the list. They ate and drank well, but, up to the present, not one of the bachelors has attempted to return our hospitality and my query is this:—

"Is this Usual in Malaya?"
There are two hotels here to which bachelors could invite married folk as a return for hospitality (the bachelors) have received—that is if their "Messies" are not proper places for ladies to visit in company with their husbands.

"I may be wrong, but it strikes me that the average young bachelor of Ipoh takes all he can get in the way of hospitality and is too mean or too selfish to make any return."

THE LADS OF THE VILLAGE.
This elicited two replies, one from "Fed-up Florrie," who agreed entirely with the charge against the bachelors, and one from the occupants of a bachelors' mess, who declare that they have decided upon the identity of "Daring Daisy," and solemnly proclaim that "she will be left alone at the Wednesday tea dances in future."

The second lady to enter into the discussion expressed herself as follows:—

"Sir—I am in entire agreement with Daring Daisy. My husband

and I invited some of the "boys" of this dear little village in to dinner, and we have never been invited to a return dinner at one of the Hotels.

"But these bachelors often come up to the bungalow at about 7 p.m. and say: 'We were passing this way and thought we would blow in for a pahit.' I like the expression 'passing this way.' Our bungalow is nowhere near one of the main roads, and is pretty far out of the town. A pahit is also amusing. It is unpleasant pahits before they leave."

"We started putting out our Not at Home box, but it has had no effect. They come in just the same and say 'We saw you in the garden.'"

"My married women friends complain about the same thing."

"MARRIED BOREDOM."

The united voice of a bachelors' mess, under the nom-de-plume of "Three Bachelors," spoke as follows:—

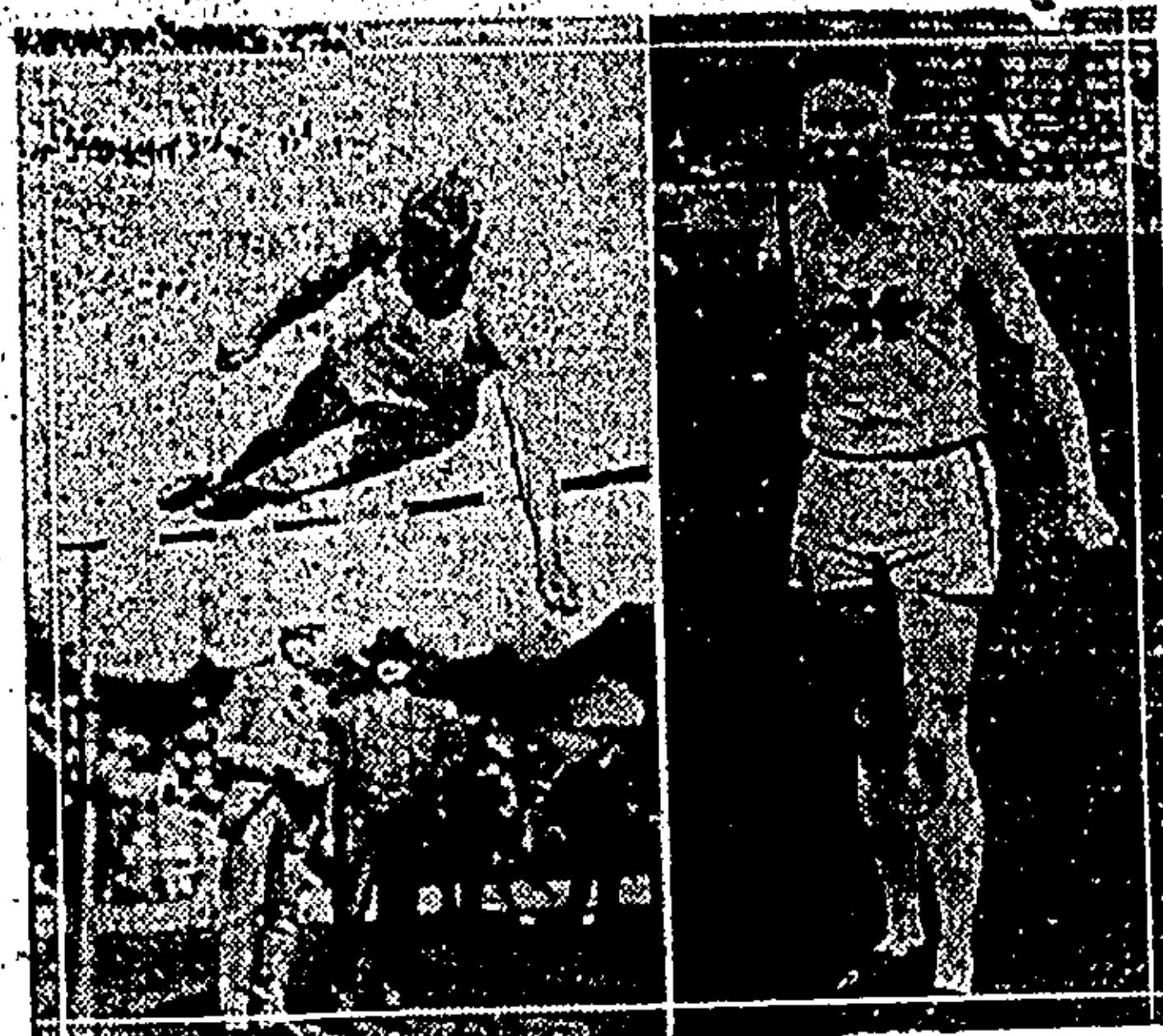
"Sir,—We, three bachelors of Ipoh, are highly indignant at Daring Daisy's letter in the "Times of Malaya." We have really no time for the married women, and have only accepted invitations to dinner at the "married" bungalows because we were repeatedly pressed to come in for pot luck any old evening."

"Married people grow tired of each others company, and it is common knowledge that husbands read the evening paper when they get home from the day's work, whilst the married mens peevishly do some sewing or make an envious study of the women's fashion books."

"The married women should thank us for dancing with them at the Club when their husbands, most of them non-dancers, are supporting the bar or playing billiards."

"Our mess, we may tell you, has agreed to boycott the married women in future in view of Daring Daisy's letter. We have already come to the conclusion who Daring Daisy is, but Daisy is not her name. She will be left alone at the Wednesday dances in future."

A Toho message from Tokyo says that Mr. T. Takao, Japanese Consul-General at Hankow, who returned home some time ago on leave, has retired from the service on account of ill-health. Mr. Kuwajima, formerly Japanese Consul-General in Honolulu, has been appointed as Mr. Takao's successor.



Amsterdam, Holland.—The United States signalled the opening of the Olympic track and field competition by producing two champions. John Kuck, giant Kanian, competing for the Los Angeles A. C., won the shot put final with a world's record heave of 52 feet 11-16 inch. Bob King, of Sanford, accounted for the other American victory when he won the high jump final with a jump of 6 feet, 4 and 1/4 inches. Photo shows Robert W. King, (left) and John Kuck.

MURDERED SINGER.

POLE ARRESTED NEAR
BRUSSELS.

MME. BRELIA.

Further details are now forthcoming regarding the murder of Madame Evelyn Breli, a singer well known in London, Paris, Milan and Brussels, who as stated recently, was found murdered near her home at Montigny-le-Tilleul.

The police have arrested a Pole who has been out of employment for some time (says a Reuter Brussels telegram), and, when arrested, was carrying a revolver and a complete set of burglar's tools, and had a bicycle.

The man had been seen in the neighbourhood about the time of the crime, and was found lying in a ditch not far from the spot. A man has stated that he saw someone riding a bicycle who was wearing a jacket similar to one which the arrested man was found to have concealed on him when arrested.

Mme. Breli, it appears, left her house at about 5 p.m. to gather poppies in a neighbouring field and meet her husband M. Quinet, the director of the Charleroi Conservatoire, who was returning home by bicycle.

Trail of Poppies.
M. Quinet returned home without having met her, and as she had not returned by nightfall he and a party of neighbours set out to search for her. It was not, however, till next morning that the body was found, about 600 yards from the house, hidden in the undergrowth in a wood just off the Beaumont road. A trail of poppies led from the road to the spot where it was lying.

The murderer had stuffed a wad into his victim's mouth with such violence that drops of blood were still trickling from her nose when she was found. The post-mortem shows that death was due to suffocation, resulting from a wad, consisting of a piece of the murdered woman's clothing, having been forced into her mouth.

There were several abrasions and burns on the body, and the face bore traces of blows. The murderer had tried to burn the body but had given up the attempt. In addition to the burns on the body, the victim's hair was burned, and a number of match ends were found lying about.

The motive of the crime was evidently not theft, as the jewellery which the murdered woman had been wearing was found on her body.

As the result of the investigation into the circumstances of the crime, it is believed that it was committed at the very time when M. Quinet was passing near the spot. Other people passed the spot without noticing anything.

The special committee which has been inquiring into methods for increasing the efficiency of the Sydney police, has recommended that the Government should send at least three officers to Scotland Yard, and also to Paris and New York. If thought desirable. The inquiry followed a series of unsolved crimes, including, within recent months, the murder of a moneylender in broad daylight in the heart of Sydney, the murder of two women in suburban shops, outrages on a school-girl and a young woman, who was forcibly removed from a motor-car, brutally assaulted and thrown into the bush, where she lay unconscious all night, and was still semi-conscious a week later, and an assault on a young woman, clad in expensive furs, who was found unconscious near the beach. The committee also recommended that Scotland Yard should be asked to send a first-class detective to New South Wales.

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A WEEK'S PAPERS
IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Pride of place in this week's "Overland China Mail" is given to the news about the surprise capture of Tongshan in North China by the Nationalists from the Northerners. Thanks to the presence of the 1st Batt. Beds & Herts Regt. and other non-Chinese protective forces, foreign residents have been immune. Although there has been no event to cause uneasiness, the reports will be read with keen anticipation all over the world, providing as they do an instance of non-Chinese being altogether immune from the fighting although in the zone of hostilities.

As usual, the "Overland" has many pictures, being the only illustrated weekly summary of Hong Kong and China news published.

There is an exclusive account of the murderous assault on Mr. H. C. Page, the Socony manager at Yunnanfu; the special cable news in connection with Hong Kong's victory at lawn bowls in Shanghai; terse descriptions of a Canton fort shelling a merchant boat and a disastrous fire close to the city; a despatch regarding the stoning of the Shanghai Municipal Police by rowdies and students; a series of articles and reports dealing with clan fights and tong wars of the Chinese in Kwangtung and abroad; and a variety of other "stories" which will make pleasant reading to friends at Home and absent Hong Kong-ites.

READY TO-MORROW.

Mail via Suez closes at 10.30 a.m. on Saturday.
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Sport Columns

U.S. SPORTS GALA.

BRITONS OUT OF TENNIS COMPETITION.

MANY SURPRISES.

West Newton, Yesterday.
In the first round matchplay over 18 holes Perkins beat Don Moe 1 and 0. Storey beat Marston 1 and 0. Both surprised the American experts, as did Yates in beating Vonelo 3 and 2. The loser has been considered the most likely successor to Jones.

Beck beat Knepper 4 and 3.
All the British entered the second round.

Jones beat Woolcott 4 and 3.
Dawson beat Chick Evans 2 and 1.

Finlay beat Oulmet 2 and 0.
The fall of the ex-champions, Evans and Oulmet added to the sensations of the day, as did Willie's victory over Watts Gunn by 4 and 3.

In the second round Perkins beat Yates by 2 and 1.

Willing beat Storey 6 and 4.
Jones beat Gorton at the 19th.

Jones Falls Off.

Volght beat Sweetzer 3 and 2.
Beck beat Somerville 1 and 0.
The Jones-Gorton match was most thrilling. Jones in the first half played his worst game for years but subsequently recovered and both then played supreme golf.

Forest Hills, Yesterday.

Austin, the only surviving Briton, was beaten in the third round by Doeg 6-4, 5-7, 6-2, 6-3, 6-2.

Brugnon beat King 6-2, 6-4, 6-0, 6-3.

Cochet beat Mercier 4-6, 11-9, 6-4, 6-4.

Lott beat Boussus 6-2, 6-2, 6-4.

Hunter beat Borotra 6-6, 5-7, 6-0, 6-4, 6-2.—Reuter's American Service.

CRICKET.

VOLUNTEERS TO PLAY UNIVERSITY.

The following will represent the Volunteers against the University at 2 p.m. at the University ground on Saturday next. The bus leaves H.K.C.C. Pavilion at 1.40 p.m.—

E. J. R. Mitchell (Capt.), H. Owen Hughes, A. W. Hayward, A. C. I. Bowker, H. V. Parker, O. S. Moor, C. R. West, W. V. L. Stanion, J. Bonnar, G. P. Lammert, E. Zimmern.

HOME SOCCER.

RESULTS OF WEDNESDAY MATCHES.

London, Yesterday.

Division II.
Middlebro' 1, Hull C. 1.
Division III (S).
Bristol R. 4, Walsall 1.
Division III (N).
Nelson 1, S. Shields 0.
—Reuter.

BILLIARDS.

H.M.S. "Berwick" defeated the R.E. Mess in a return billiards match on Tuesday, by 44 points.

"Berwick."

Jeffrey 77
Matthews 150
Chapman 146
Littley 150
Cowan 150
Watkins 150

R.E. Mess.

Royal 150
Tycock 133
Peachy 150
Walton 66
Butler 131
Lowry 149

3,000 MILES.

NON-STOP AIR RACE IN AMERICA.

9 COMPETITORS.

New York, Yesterday.
Nine aeroplanes took off this morning from Roosevelt Field in a 3,000 mile non-stop race to Los Angeles.

The competitors are likely to have to face fog and adverse weather in the middle west.

The race is the principal feature of a series of aerial events in connection with the aeronautical exposition at Los Angeles. The winner will receive \$2,500 and other prizes total \$2,000.—Reuter's American Service.

A HERIOT RUNNER.

J. F. WOOD THE POPULAR FOUR MILER.

The name of Heriot's is perhaps more famous in Rugby circles than in any other sphere of athletic activity, but this season both the cricket and the cross-country clubs have shown that they too possess the "will to win" spirit, which has so often been the keynote of the Rugby men's successes. The cross-country club, the only one of the kind connected with a Scottish school, have had a most successful season.

For that they are indebted largely to their popular captain, J. F. Wood. Without a doubt, the greatest runner produced by Heriot's, Wood captains the club in a manner which calls for admiration. By precept and example, he has the knack of getting the most out of his men on race days.

He started running in 1925, but his form proved disappointing until last cross-country season, when he showed a marked improvement. He entered in an easy winner of the Eastern District Championship by over 500 yards, and finished eighth in the National race. These placings won him a place in the Scottish international team, and he fully justified his inclusion by finishing 21st, the fifth Scot to count.

In the early spring he went under the care of George McCrae, the assistant trainer at Tynecastle, and recent results point out the wisdom of that course of action. He may not be a "correct" runner according to the athletic purist, but he has found the style which suits him and his performances justify his methods. Tactically it would be difficult to find a better runner in Scotland. That is where he shines—he knows the pace to keep, and his steady gait pays him well, particularly in handicap races.

The four miles course is perhaps his best. He has won five such races this year. They were against the Field Events Club and the Edinburgh Southern Harriers (21 min. 44 sec.); against the Edinburgh Harriers (20 min. 49 2-5 sec.); against the other Harriers' clubs at Hawhill (21 min. 5 4-5 sec.); against the Gala Harriers (22 min. 52 2-5 sec.); and in the Eastern District Championship (20 min. 50 4-5 sec.). And he was third in the Scottish Championship race after setting the pace for most of the way.

Wood was only beaten once in handicap events, and that was in the mile at Stewart's College sports. His successes were in the mile at Heriot's games (4 min. 18 4-5 sec., off 105); two miles at the Heart of Midlothian sports (10 min. 50 3-5 sec., off 80); and the three miles at Easter Road on Victoria Day (14 min. 50 3-5 sec., off 150). Such opponents as D. McLean, J. Suttie Smith, and W. Beavers can vouch for his persistency. The hope may be expressed that Wood will do even better in the coming cross-country season.

A FINE RACE.

DESCRIPTION OF THE ST. LEGER.

LODORÉ'S LONG LEAD.

Doncaster, Yesterday.
Fairway (Weston) 1
Palais Royal II. (Allmand) 2
Cyclonic (R. Jones) 3
Won by 1½ lengths. One length between second and third.
Time: 3 mins. 8 seconds.
Betting:—Fairway 7-4, Palais Royal II. 100-6, Cyclonic 100-15.
Other starters were:—
Gang Warily (S. Donoghue)
Bourbon (H. Wragg)
Bulang (Beary)
Cherry King (Carslake)
Flamingo (Elliott)
Lodore (F. Fox)
Luvaneran (H. Beasley)
Marconigram (G. Richards)
Plantago (J. Childs)
Tourist (Dines)

Race Described.

In glorious weather before a large crowd Lodore jumped off in front of Fairway, Tourist and Flamingo.

Half-way Lodore held good lead from Tourist, Gang Warily, Baland, Marconigram, Cyclonic and Fairway.

Lodore led into the straight followed by Cyclonic, Palais Royal and Fairway were well clear of the remainder, and Fairway, well-handled by Weston, won a fine race. Flamingo was fourth, Tourist fifth and Luvaneran last.—Reuter.

Fourth For Lord Derby.

The St. Leger, which is the last classic race of the season, was won at Doncaster by Lord Derby's colt Fairway. M. Jacques Wittouck's Palais Royal II was second and Major Courtaulds Cyclonic third. This was Lord Derby's fourth St. Leger victory.—British Wireless Service.

ST. JOHNSTONE.

PROSPECTS FOR THIS SEASON.

A CAPABLE LOT.

With the exception of Forrest, of the Heart of Midlothian, the St. Johnstone F.C. directors have decided, for the time being at least, to rely on last season's players to keep the flag flying at Muirton Park. A notable absentee will be John Jamieson, the left back, who did not see fit to sign again for the Perth Club, and although his name appears on the retained list it is possible he will be allowed to go if a suitable offer is made for his services.

McLaren will again appear in goal. This youth proved last season that he is well fitted for the job. Steele and Forrest will be the backs, and will make up what will probably be the youngest defensive trio in the Scottish League First Division. Steele's form is well-known; he was one of the discoverers of season 1927-28. The Perth football enthusiasts will look forward to the debut of Forrest in St. Johnstone jersey at Easter Road, and from what they saw of him in the practice game they should not be disappointed.

Four half-backs have been signed—Imrie, Swallow, and Lafferty, with James Bolton as a reserve. The half-backs were the backbone of the team last season, and they will prove a formidable trio once again.

Eleven forwards have been signed, and the familiar combination—Gavigan, Black, Munro, Stevenson, and Webb—will, I expect, take the field on August 11. The reserves are Ferguson, Main, Patterson, McBain, McParlane, and Nicholson, and their ability is of a sufficiently good standard to create a healthy rivalry for places.

No reserve goalkeeper has been signed, and only one reserve back in the veteran Bob Penman.

St. Johnstone have fully earned their place in the First Division of the Scottish League since they were promoted in season 1924-25. Last season they secured 36 points, which was one more than they obtained in their first season. Al-

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T.T. on Shanghai 77½	
Banks.	
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do. Lon. Reg. \$138½	n
Chartered Bank \$22½	n
Mercantile A. & B. \$25	n
do. C. \$14½	n
P. & O. Bank \$9½	n
Bank of East Asia \$77	n
Canton Insurance \$690	b
Union Insurance \$370 b 372	sa
North China Insurance T146	b
Yangtze Insurance \$1950	n
China Underwriters \$3.55	n
China Fire Insurance \$275	b
H.K. Fire Insurance \$800	s
Shipping.	
Douglas \$38½	n
H.K. Steamboats \$28½	n
H.K. Tugs & Lighters \$5	n
Indo-China (S.S.) \$72½	b
Shell Transports 105/8	n
Water-works \$214 b & sa	
Minig.	
Benguet \$215	b
Kailan Mining \$6½	n
Langkate (Combined) T94	n
do. (Single) T5	n
Shanghai Explorations T2.45	n
Shanghai Loans T3½	n
Rauha \$4½	n
Troms Mining 17/6	n
Docks, Wharves, Godowns, &c.	
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H.K. & W. Docks \$37	n
China Providents \$5.60 b 5.80	sa
Hongkong \$100	n
New Engineering T103	b
Shanghai Docks T103	b
Cotton Mills.	
Ewo Cottons \$9½ b 10	sa
Oriental Cottons \$2.40	b
Shai Cottons (Old) T43	b
do. (New) T24	b
Lands, Hotels & Bldgs.	
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Hongkong Lands \$6½	b
Shanghai Lands T138	b
Humphreys Estates \$16.10	b
Hongkong Realities \$7.80	b
H.K. Tramways T103	b
Public Utilities.	
H.K. Tramways \$24 b 24.20	sa
Peak Trams (old) T13	b
do. (new) T8.85	b
Star Ferris (comb.) T45 b 65½	sa
China Lights (comb.) T12.40 b 12.60	sa
do. (old) T12½	b
do. (new) T12½	b
do. 1928 issue T12	b
H.K. Electric \$52 b & sa	
Electric (new) T50½	b
Mace Electric T52½	b
H.K. Telephones T370 b & div.	
Ch. Buses T11	b
Singapore Traction T11/9	b
do. Pref. T18/-	b
Industrials.	
China Sugars \$1	n
Maabon Sugars T17	n
Canton Ice T33½	n
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do. (old) T8	b
do. (new) T14	n
H.K. Ropes (old) T3.35	b
do. (new) T3.30	n
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Iane, Crawford's 60 cts.	b
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WORLD NEWS IN PICTURES.

Bolt Kills Him.



Lightning struck the fishing rod of Harold Hamm, Dartmouth student, while he was fishing with comrades in the waters of Lake Winnepesaukee, N. H., killing him instantly.

General Obregon's Assassination.



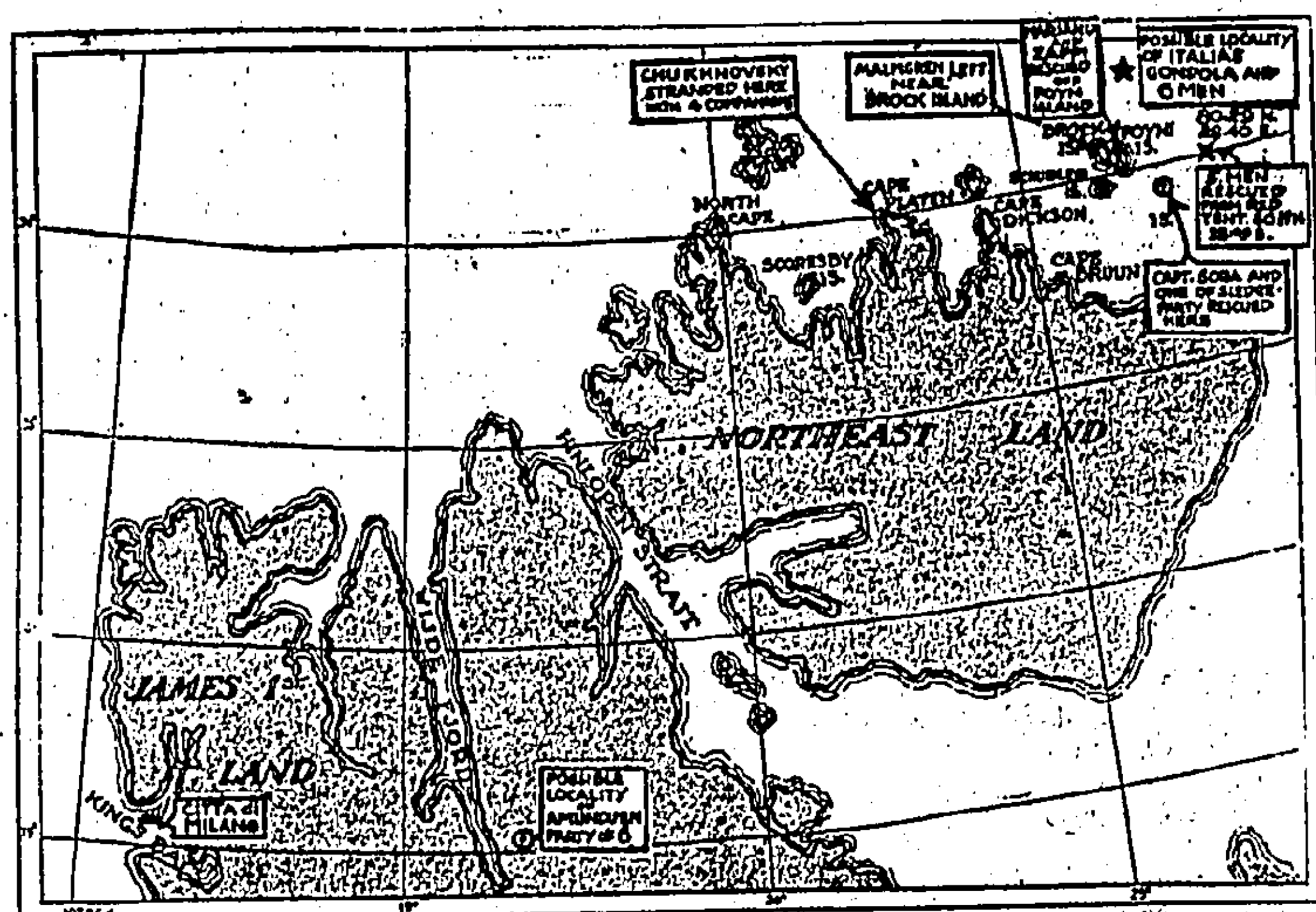
Bearing a charmed life on a dozen battlefields, General Alvaro Obregon, president-elect of Mexico, was shot to death as he sat among his friends at a banquet in the little town of San Angel, just outside the gates of the capital. On the pretext of submitting several of his drawings, Juan Escudero, a cartoonist, approached and sent seven bullets crashing into his body from a revolver concealed under a hat. Above an intimate photo of the martyred president-elect and his family, taken in the garden of their beautiful country estate. In addition to the general and his wife, it shows their five children, l. to r., Humbor, Alvaro, Jr., Alvida, Mayo and Refugio. The full-length study at the left is a recent photograph of the one-armed leader, as is also the portrait at the right.

A Noted Writer.



Here is a new and hitherto unpublished portrait of Mrs. Clarence M. Busch, national president of the National League of American Penwomen. The organization has just acquired for its headquarters the historic old Southworth home in the Georgetown section of Washington.

The Arctic Ice Fields.



The snow never melts in the frigid regions pictured by this map, the bleak, unfriendly wastelands of the Arctic, where now is being enacted the most dramatic rescue in all the history of polar exploration. The map shows the approximate location of those parties which were being sought by rescuers and the position of the various searching expeditions then.

Beauty Seeks Alimony.



Charging that Reginald V. Hiscoe, her broker husband, had made a fortune for himself out of an \$88,000 nest egg, Mrs. Hiscoe (above), noted society beauty, is asking \$45,000 a month temporary alimony and \$7,500 counsel fees pending the outcome of her separation suit. She accuses her husband of cruelty to her.

Follies Beauty Weds.



A romance that began in the air high over Curtis Field culminated when Clara Lee, former follies beauty, became the bride of Clifford W. Smith, wealthy broker. Both are deeply interested in flying, having taken up aviation shortly after Lindbergh flew the Atlantic.

Champ Diving Clown.



Here's Stubby Krueger clowning his stuff at one of New York's great beach resorts. From top to bottom the pictures illustrate Stubby's half-jack dive, his weak-kneed dive, his pelican dive and his soldier dive.

Where the Fishing's Always Good.



Neither President Coolidge nor Secretary Hoover, Republican nominee, was concerned, apparently, with the political situation. Instead the two discussed the fishing possibilities in the Maine country, to which anglers' paradise, by the way, Mr. Hoover has beaten the President by something like fifteen years. Above at left, Mrs. Hoover and Mrs. Coolidge chatting happily with John Coolidge as an interested auditor; right, the nominee smiling from his automobile on a visit to Superior; and, below, l. to r., Mrs. Coolidge, Mrs. Hoover, Secretary Hoover and the President, with the Coolidge collies in the foreground.

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NEW STUDEBAKERS.

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WELL FURNISHED.

Announcement of the addition of many new features of beauty and refinement to Studebaker's line of champion automobiles was made here to-day by Mr. Parsons, of the Hong Kong Hotel Garage, local Studebaker and Erskine dealer. The new cloak of beauty that Studebaker designers have given these cars, encompasses each individual line of Studebaker's quartette of champions—The President Eight—which is offered at a new low price; The champion Commander; The Director; and The Erskine Six. There is a variety of body types and colour combinations which will win favourable applause and fit the taste, temperament and treasury of any motorist, masculine or feminine.

"Studebaker-built cars having demonstrated their speed and stamina by winning every official American speed and endurance record, for fully equipped stock cars, Studebaker determined to match the outstanding performance qualities with beauty of design which would be equally pre-eminent," said Mr. Parsons. "I believe every motorist will be pleased by these new automobiles."

NEW RADIATOR DESIGN.

The fleet, untiring performance of these new Studebakers, is suggested by low, sweeping bodies, accentuated by deeply crowned mudguards, swung low over the wheels. Top lines are low and graceful, terminating in a jaunty "Polo Cap" visor of new design. Radiators of a new design are deep and narrow with a wide shell finished in tarnish-proof chromium plating. The flat type radiator cap carries a winged motif of championship speed, a motif which is repeated in the massive headlamps and side-lamps. Headlamps, cowling, headlamps, and other "bright" surfaces are finished in chromium.

Even in such details as hubcaps, conventional design has been waved aside. They are larger and finished in chromium. A distinguishing addition to all of the new models is the emblem between the headlamps—a graceful figure "B" on The President, a small globe medallion on the champion Commander and a script "S" on The Director models. Erskines carry the letter "E" in an oval.

Colour combinations embody many of the latest shades sponsored by fashion authorities, with distinctive Studebaker touches such as antique treatment of contrasting body panels. Autumn Brown, Deauville Sand, Duskblue, Burgundy, Suede Gray, Damson Plum, and Spirea Green are among the colours used. Body panels are antiqued in Ivory, Deauville Sand, Dauphin Red and other attractive shades. Delicate pin-striping adds to the effect of the body panels.

LUXURIOUS INTERIORS.

The interiors reflect the artistry of the coach builder and the deft hand of the interior decorator. Harmonising shades of mohair, broadcloth, whipcord or plush upholstery which will delight the eye of the feminine observer, are used in the various models.

Details of the interiors have a definite appeal to Millady. Butler finish hardware, silk curtains at back and rear quarter windows, antique finished door and instrument panels harmonising with exterior shades, heavy carpets, large door pockets, ash receivers, and heavy ornamental robe rails are among the refinements. Additional details such as etched silver medallions on door panels of President models, upholstered arm and foot rests, luggage grids, silk assist cords, cigar lighters, smoking sets and vanity cases are to be found in many models.

Upholstery is fashioned along entirely different lines, introducing a new conception of form-fitting design. The contours of the seat backs and cushions are shaped to fit the body to a degree that has never been accomplished before. Front seats have the same construction that has made over-stuffed divans so popular.

NEW EXCLUSIVE SHACKLE.

Added to hydraulic shock absorbers which are standard equipment on all models, Studebaker has introduced a new and exclusive ball bearing spring shackle on The President, Commander and Director chassis. Ball bearing spring shackles increase riding comfort, require no adjustments, eliminate rattles and squeaks and call for inspection only at intervals of 20,000 miles, when lubricant may be added if required.

These shackles were approved for the new models only after more than 177,000 miles of tests were made on Studebaker's 800-acre Proving Ground and over U. S. trans-continental highways. Not a single bearing failure occurred and when the tests were completed, the shackles were functioning as quietly as the day they were applied. No lubricant was applied at any time, despite the fact that some of the test cars were driven over 35,000 miles.

Unusual care has been taken to provide a delicacy of control which will give the daintiest gloved hand complete mastery of the great power and speed available. A new flat-type, thin-grip steering wheel of rubber moulded over a steel base, is adjustable to the preference of the driver. Light ignition and throttle controls are centered at the top of this wheel. Onyx horn button and gear shift knob, on many models, add a note of distinction. Gear shift lever and hand brake control are of convenient height and located side by side.

COMPLETE IN EVERY DETAIL.

Equipment is most complete. Twin-beam headlamps, automatic windshield cleaner, rear vision mirror, coincidental lock to steering and ignition, hydraulic shock absorbers, facia petrol gauge and rear traffic signal lamp are standard equipment on all President, Commander, Director and Erskine models. Opal iridescent dome lamp is found in Sedans and Victorias. Corner lamps, which with the dome lamp are automatically turned on when right rear door is opened, are standard on 7-passenger closed models.

Instruments are attractively grouped under indirectly illuminated glass dials, bordered with an etched silver frame. The instruments include speedometer, petrol gauge, oil pressure gauge, and ammeter on all models, and an engine thermometer in addition on all President, Commander and Director models.

All State and Royal models carry six wire wheels, the two spares being set in front mudguard wells. Cabriolets of the new Studebaker models are unusually smart. Tops are finished in colours harmonizing with bodies. Front compartments are finished in broadcloth, mohair or leather upholstery with dickey seats in genuine leather. The rear curtains can be fastened against the ceiling in a few seconds, permitting ease of conversation with passengers in the jaunty and comfortable "dickey" seat. All coupes, cabriolets, sport roadsters and Victorias have liberal storage space.

ENGINEERING GENIUS.

Two of the greatest advances in automotive engineering—distinctively Studebaker features—are incorporated in these new models.

First, any and all of these new automobiles may be driven at 40 miles per hour speeds, even when new. Only cars built from the highest quality materials up to the finest standards of precision workmanship and subjected to the most rigid inspections, can be driven at such speed when new without injury to the engine.

Second, engine oil need be changed on all Studebaker-built cars but once every 2,500 miles.

Studebaker has held the public spotlight recently for three very good reasons: First, its sales which have shown an increase every month since September over the corresponding month of the previous year. Second, its engineering accomplishments which have in turn contributed the third distinction—its capture of 110 official AAA records, placing Studebaker in the unique position of holding over official American endurance and speed records for fully equipped stock cars, regardless of power, price or type of car.

(Continued on Page 12.)

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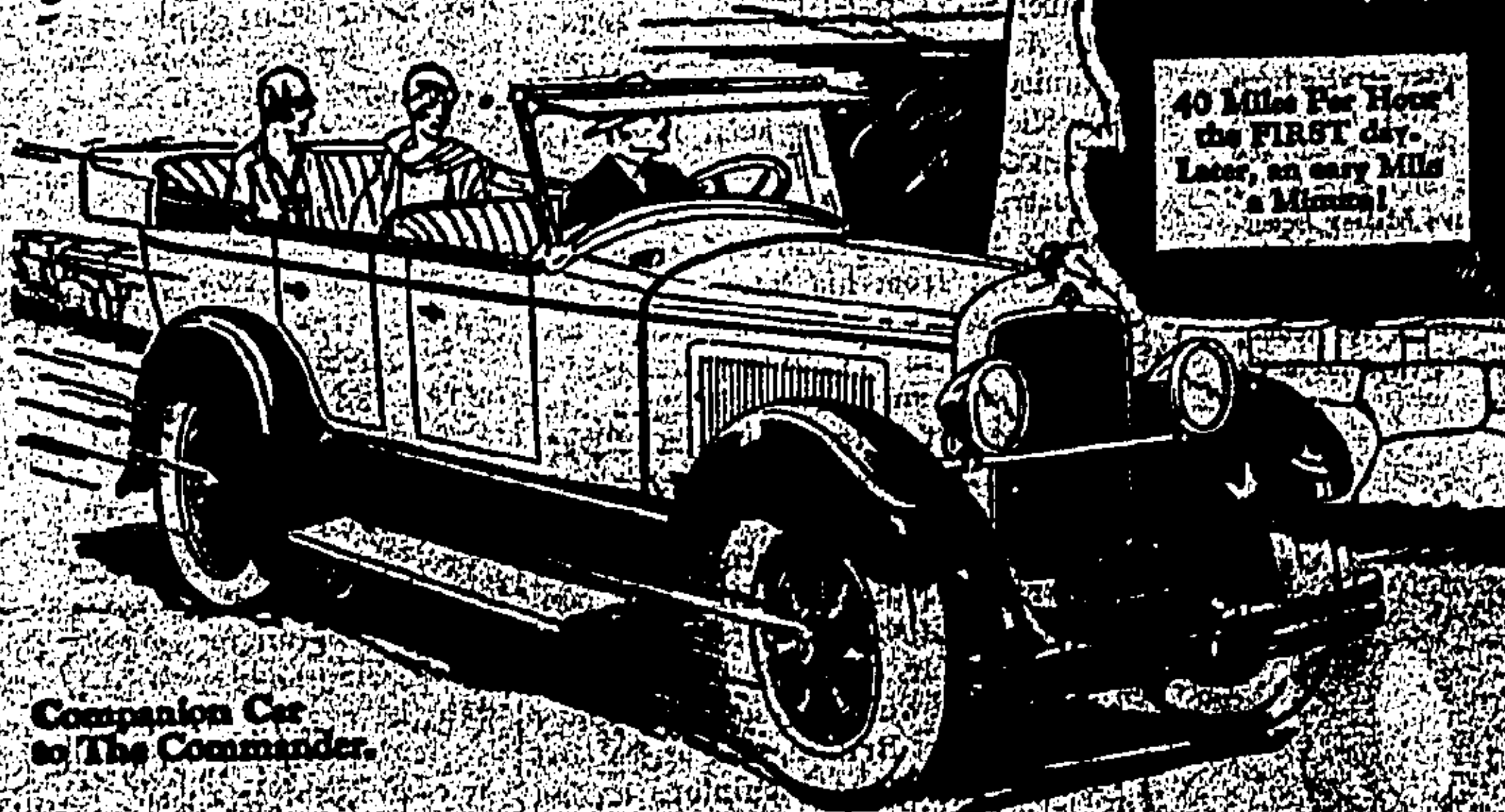
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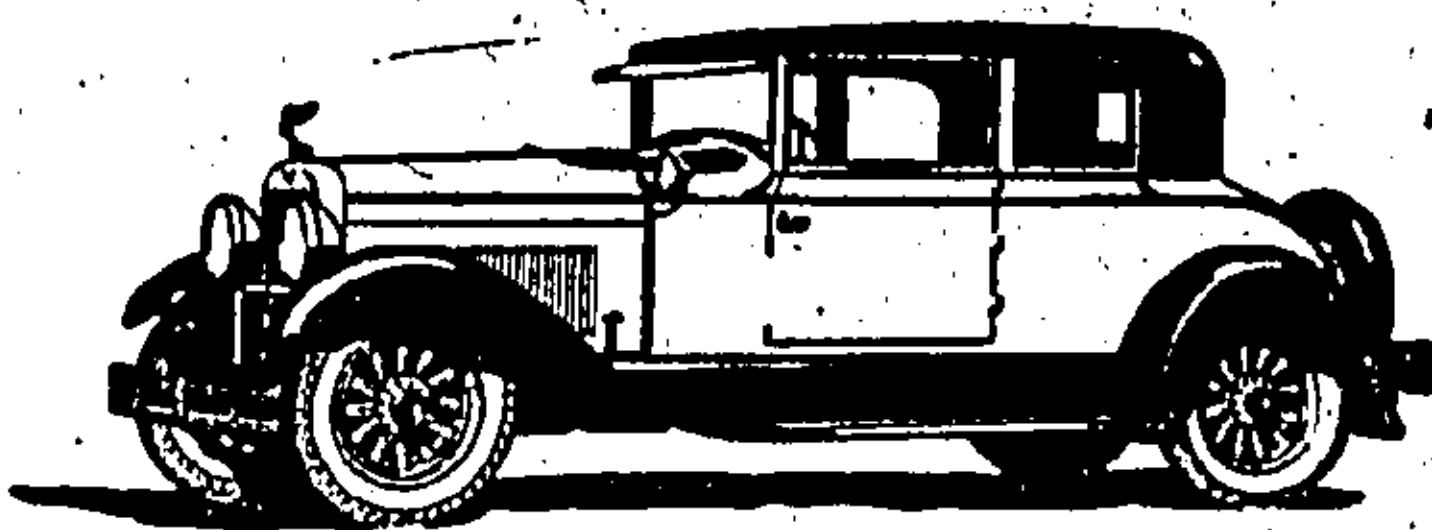


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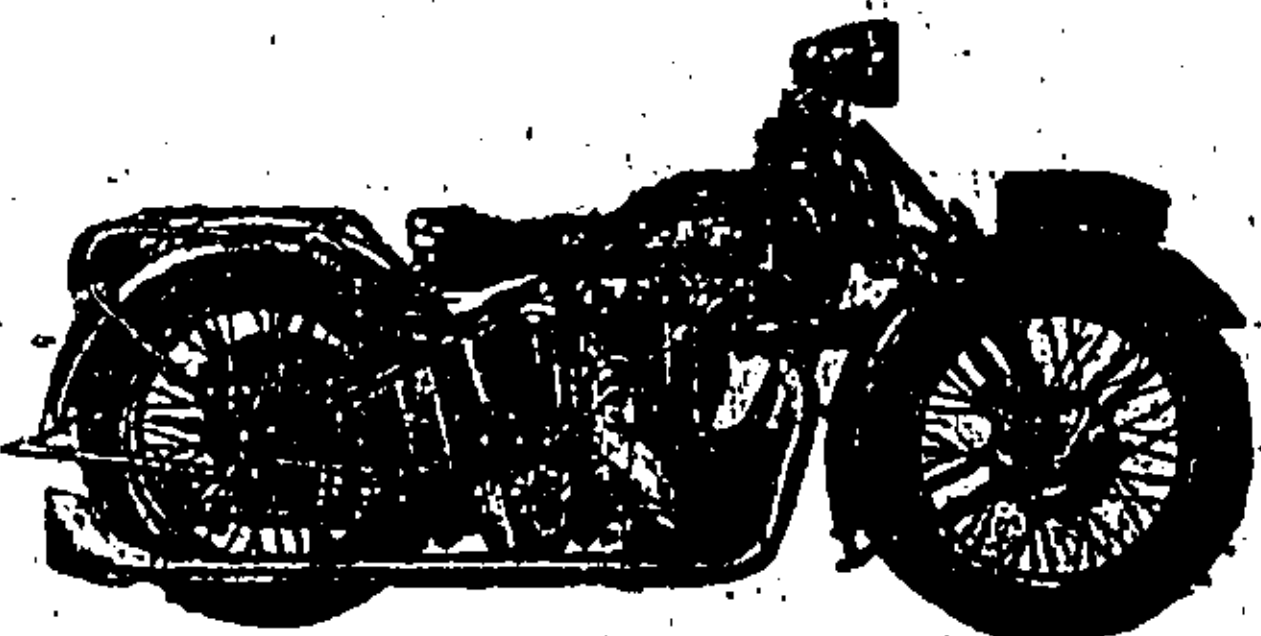
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THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, Kowloon.

THROUGH AFRICA.

A 7,000-MILE MOTOR HIGHWAY.

FASCINATING JOURNEY.

The Union of South Africa, of which Johannesburg is the bustling centre of the greatest gold mining field in the world, known as the Witwaters, is a federation of four spacious colonies, sparsely populated, and a land where distance is regarded of such small importance that the executive capital, Pretoria, and the legislative capital, Cape-town, lie just a thousand miles apart. It will be therefore understood that motor transport has become particularly essential to modern conditions of life.

The journey from Pretoria and Johannesburg to Capetown has been frequently described, and the road, which runs comparatively close to the railway, offers very few difficulties. Leaving by car southward and passing easily through the great chain of giant mines and mountains of tallings which stretch along the famous reef for nearly 40 miles east and west of the golden city, the country throughout is agreeable in its character.

Right up to the Vaal River many beautiful farms and fruit plantations are passed. The great colonies at Vereeniging lying both sides of the Vaal River which is crossed by an excellent bridge, bring the tourist into the Orange Free State Province. Going through Kromstad, Hellbron and Winburg, the road is good right up to the capital, Bloemfontein, a well laid out city. Southwards again, the true South African flat bush covered country is entered with typical flat topped hills on each side.

Here may still be seen herds of thousands of springboks, the graceful gazelle of the south, roaming the veldt and presenting a really beautiful sight as they propel themselves high into the air with 50-foot jumps at one time. From Bloemfontein a good road takes us westward right across the Orange Free State Province toward Kimberley. Soon we pass Paardeberg, the scene of the heroic surrender of old General Cronje in the Boer War, early in 1900, after resisting a British army of 100,000 men and a fierce bombardment of 500-cannon under Lord Roberts and Kitchener for weeks with 4,000 burghers in trenches dug out of the banks of the Modder River.

A few hours from here the tourist reaches Kimberley, the Diamond City and headquarters of the great De Beers Mines, where Cecil Rhodes made his first fortune and planned gigantic projects to bring British influence right up to the Nile delta, in much of which he succeeded before he died, twenty-five years ago.

Kimberley and its diamond mines are well worth a few days' visit, but the call to reach "Cape Beautiful" is insistent and soon we pass again southwards into the great Karoo of the Northern Cape Province. Leaving De Aar railway junction in a sandy waste more attractive country is entered in the Victoria West district, where millions of sheep are a highly profitable investment in these days. The scenery changes rapidly and to ever increasing advantage.

At Beaufort West, 30 miles from Capetown, really charming country is entered. It is an ideal land for the farmer, and particularly famed for its orchards. From here to Matjesfontein the road is excellent. Now the traveller comes into one of the finest scenic portions of the whole journey. Passing through the Hex River Valley, where excellent roads are the order of the day, the apparently insuperable barrier of the Hex River Mountains—often snow capped—we face the real buttresses of the great African Karoo tablelands, to the coastal belt. Within 30 miles of Worcester, the next stopping place, an altitude of over 5,000 feet is reached. Tunnels, embankments, steep gradients, and sharp curves have successfully overcome all transport difficulties by rail and road. The scenery here is one of the acknowledged sights of South Africa.

On to the sea the road leads. Worcester, 109 miles from Capetown, is one of the most famous Cape fruit growing centres, the altitude being under 800 feet. Ceres, with the rugged Mitchell's Pass in its vicinity, another fine example of the road engineer's work, then on to Tulbagh, a beautiful old Dutch village situated in an alluvial valley, the home of the finest Cape wild flowers, fringed by mountains on the slopes of which famous vineyards are flourishing. Another short, 30-mile run to Wellington—now under 45 miles from Cape Town—situated at the foot of the Drakensberg Mountains, with its picturesque pagoda, named Raai Kloof.

Here the undulating attractions of the "Cape Beautiful," as the peninsula is known, can be first realized. Prosperity is evident everywhere. Local industries abound. Soon the motorist passes the Paarl—36 miles west, 49 miles via Stellenbosch—the oldest Dutch settlement in South Africa, laid by Commander Vander Stiel in 1691. Here wonderful old houses and gardens still abound and great oaks and rippling water courses make the streets and travelling pleasant. Fruit is seen in abundance, yet everything is very quiet and peaceful and no hustle of business. It is just a spot where Washington Irving might have dreamt and where a South African Rip Van Winkle could awake to find comparatively few modern innovations to surprise him.

Via Eerste River and Bellville another 12 miles lands the car in Capetown, passing through the suburbs of Woodstock, Salt River and Maitland. Great mountains appear to the traveller rising from the south, splendid old trees, abundant vegetation and flowers, then comes into view a rock barrier 4,000 feet high overhanging the grand old mother city of the Cape—which nestles on its slopes in incomparable beauty of colourings, an unforgettable first impression, whether seen from the hinterland or from the ocean!

The Cape Peninsula is already known as the motorist's paradise. No motorist will cavil at the claim once he has tasted the joys of spinning along its hard roads, which are graded with such consummate skill and so finely surfaced. There are hundreds of miles of them, through lovely rural woodland and rugged coastal scenery, thus making the natural beauties of the Cape accessible to all, whether the motorist or the tourist who prefers to take his pleasures on the lift of his own gait rather than on the top gear of an auto.

One is called the Victoria-road, and for the grandeur of the scenery it opens out there is probably no motor road in the world that can compare with it. Not only does it climb to heights where mountains link to mountains, spreading out glorious panoramas and unexpected vistas twixt wood and crag, but it skirts the cliffs at dizzy heights above the sea, touching points of vantage which give commanding views of the coastline with its numerous bays and inlets edged with the embroidery of white that old Neptune is ever weaving on his loom of rock and shingle. As the road winds and climbs and descends the view is ever changing with kaleidoscopic variety and charm.

From Sea Point to Camps Bay, skirting the Lion's Head and Table Mountain with its spurs, the gaunt mountain range known as the "Twelve Apostles," towering right above the road, alluring scenes follow one another in fascinating and unexpected spectacular colourful surprises in brilliant sunshine and bluest of skies!

Right across the peninsula to Simonstown and Cape Point—the true Cape of Good Hope—where the traveller can overlook the great wide expanse of the South Atlantic with its foaming breakers nearly one thousand feet below or by the circular road round the Table Mountain via Constantia and the unequalled beauties of its valleys past Groote Schuur, the Union Prime Minister's home bequeathed to the country by Cecil Rhodes—a wonderful experience for all privileged to see this beauty spot of Southern Africa. It is asserted that no other place compares with the Cape Peninsula in scenery, verdure and traditions combined.

Nowhere in all the world is such a motor trip offered as this great Cape-to-Cairo highway.

NEW BRITISH CAR.

"HADFIELD" ENTERS THE AUTO WORLD.

The name of Hadfield, of Sheffield steel fame, has been given to a 75-mile-an-hour sports model produced by Bean Cars, Ltd., Tipton, England, which is under the control of the firm of which Sir Robert Hadfield is head.

The car has been built in response to representations from overseas countries where the lively performance of the 14/45 horse-power touring model led users to believe that it would lend itself to "hotting up." Speed is combined with safety equipment including splinterless glass, Dewandre servo four-wheel brakes and headlights that give a 200-yard beam.

Two types of bodywork are fitted—a light fabric saloon and a smart fabric open body, both equipped with pneumatic upholstery. All essential parts are made with Hadfield's steel and the tyres, on wire wheels, are reinforced Dunlop cords.

The chassis weighs 16 cwt., ground clearance is nine inches, with "clean design" underneath, and the track four feet, eight inches.

CHRYSLER

presents

entirely new style creations in the low-priced field



Plymouth 4-Door Sedan

PLYMOUTH

ALL Chrysler research, engineering and manufacturing have been inspired by the fundamental motive of giving ever greater quality and value.

Now with a new product—the Plymouth—Chrysler is the first to give at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

The Plymouth finally answers the search

for quality in the low-priced field. The Plymouth assures in its advantages the full measure of quality and value to which buyers of low-priced cars have long been entitled.

We believe there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

Price \$2,385

Completely Equipped.

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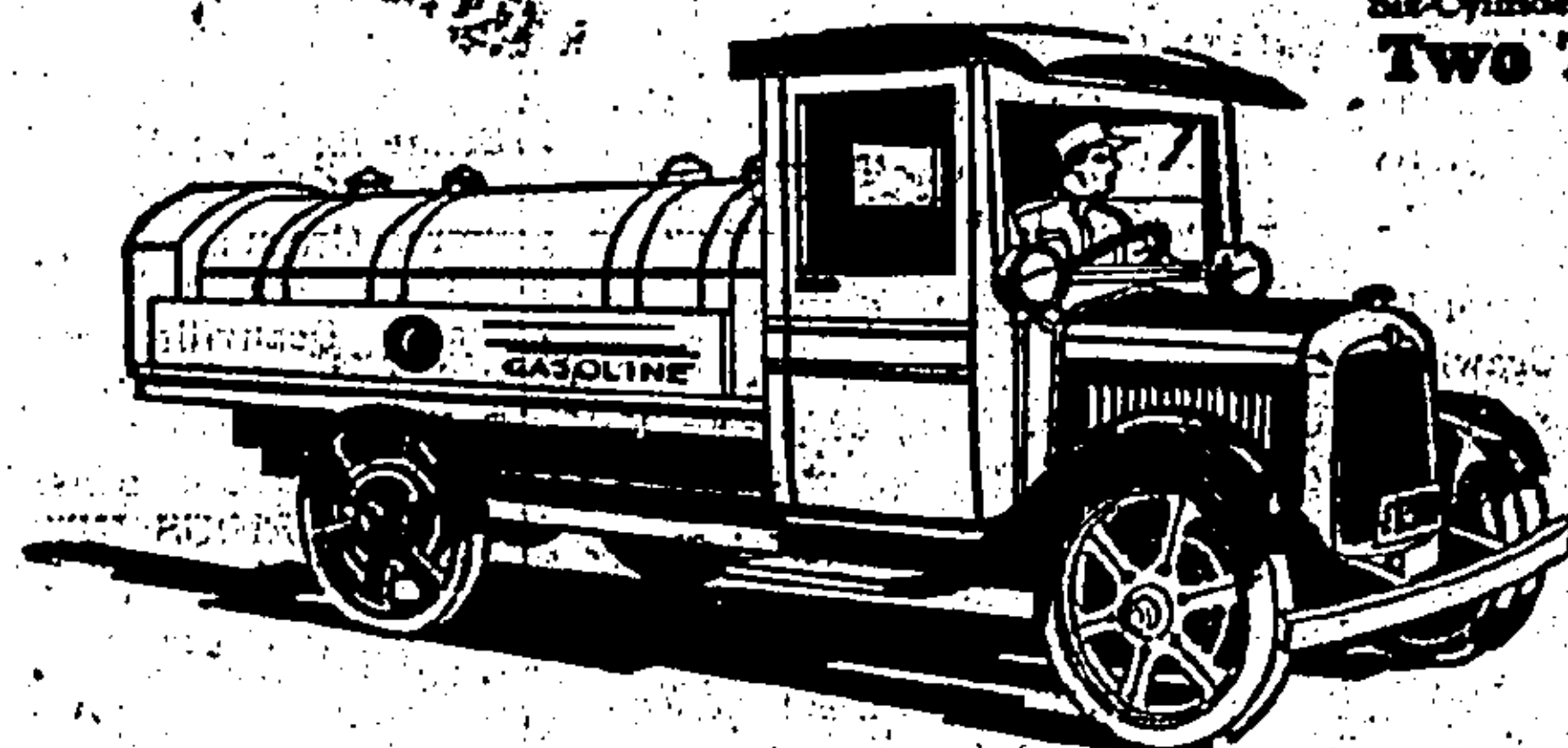
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PONTIAC

Six Cylinder Engine
1928 Model, 1929 Model
1930 Model, 1931 Model
1932 Model, 1933 Model
1934 Model, 1935 Model

BUICK

Six Cylinder Engine
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BIG BRUTE

Heavy Duty Engine
1928 Model, 1929 Model
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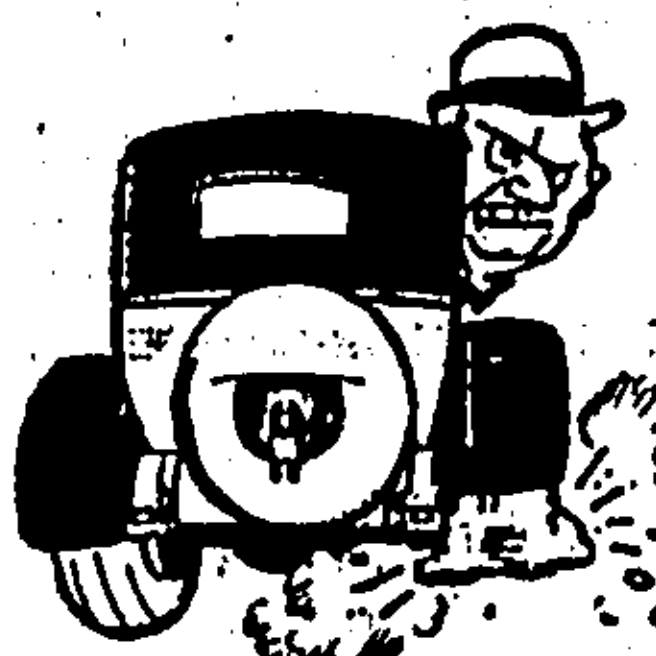
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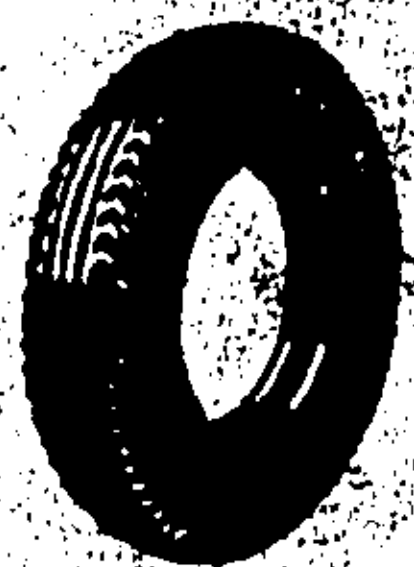
A TRUCK FOR EVERY PURSE AND PURPOSE



Great Moments In The Lives of Motorists

No. 2 of a series of 5

After you've made a hundred miles or so of a five hundred mile trip and you're started from your pleasure by a loud report from that left rear tire you thought might get you there and you've replaced it with your own spare, and here made up your mind that there that you will have more and better service from your next tire and you reach the next town and see the familiar blue and white sign that says Miller Scientific Correct Tires and you buy one—now you'll always thank us for telling you the good news that made you do it.



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SHOW ROOM:

19, Queen's Road C.

Tel. C. 1219.

NEW STUDEBAKERS.

(Continued from Page 11.)

It is significant that every one of Studebaker's four lines of cars has taken a part in establishing new performance records. The President Eight holds all American speed and endurance records for fully-equipped stock closed cars from 5 to 2,000 miles and from 1 to 24 hours; The Commander travelled 26,000 miles in less than 23,000 minutes—nothing else has ever travelled so far so fast; The Director holds 28 records for fully equipped stock cars in its price class; and the Erskine Six, 11 records for fully equipped stock cars in its price class.

With the introduction of its new line of cars, it is safe to say that Studebaker will continue to occupy a front-rank position in popularity.

BRITISH CARS IN AUSTRALIA.

Sir Granville Byrie, the High Commissioner for Australia, in Great Britain, has, in view of certain misapprehensions occasioned by a reference made by him at a recent function to British cars in regard to Australia, taken an early opportunity of issuing a statement for publication, setting such misunderstandings at rest. In it he urges Australians to give British cars every possible preference, emphasizing that from his later experience, their splendid workmanship and economy in running considerably offset any small disadvantages that may be felt in the Australian "Back Country." The High Commissioner states his intention of using British cars exclusively in future and calls attention to the difficulties that confront British Manufacturers in catering for two types of market, especially owing to the horse-power tax in Great Britain, and urges that the people in the Dominions should appreciate the special efforts now put forward by British car makers to meet their requirements. He gives it as his definite opinion that the motoring public in Australia have been educated chiefly upon cars of other than British manufacture owing to the ability of the manufacturers of such cars to cater extensively for the Commonwealth's market with their vehicles during the immediate post-war years, when British Manufacturers were labouring under unprecedented difficulties.

NEW ENGINE.

FOR THE ROYAL AIR FORCE.

NAPIER PRODUCT.

A new type aero engine has just been produced and tested by the Napier Company. This engine is a development of the Series V Napier, which has been so successful not only with the Royal Air Force and Imperial Airways, but with the Air Forces of countries in all parts of the world.

The engine embodies many improvements which are a result of the experience gained with the famous Racing Napier engine. For example, among the differences in the Series XI engine is the fitting of the carburetors at the rear of the engine, where they are more or less masked by the cylinders. This improves the streamlining of the engine and facilitates its installation in aircraft.

The main improvement in the engine, however, is the increase in power obtained. With a compression ratio of 6 to 1 this engine, at 2,350 r.p.m., develops 530 h.p., whilst its power at maximum speed, viz., 2,585 r.p.m., is 570 h.p., giving a weight per horse-power of under 1 1/4 lb.

It has successfully passed the Air Ministry 100-hour type test. This strenuous test included ten non-stop periods of 10 hours' duration each at 2,350 r.p.m. at an average B.H.P. of 477. The engine was then opened up to 2,715 r.p.m. and was run for one hour at this speed. A further hour at 2,585 r.p.m. was run at full throttle, the engine developing approximately 573 B.H.P.

This engine has also been installed, and shown marked pro-

gressive results, in large numbers of aircraft in the British Air Force. It was a Series XI Napier engine which was installed in the Fairey III.F. aircraft which flew from Cairo to Cape Town and back this year, whilst the De Havilland "Hound" machine which set up three world's records was fitted with an engine of this type. The Handley Page "Harrow," Blackburn "Ripon," Vickers "Vivid" and Avro "Buffalo" are other types of aircraft in which the Series XI Napier is the power unit.

The following is a brief specification of this latest Napier:

Number of Cylinders.—Twelve. Arrangement.—Three blocks of four cylinders each, one vertical, two at 60 deg.

Bore.—5 1/2 in.

Stroke.—5 1/4 in.

Horse-power.—Normal rating: 530 B.H.P. at 2,350 r.p.m. Power at max. speed: 570 B.H.P. at 2,585 r.p.m.

Weight of Engine.—Approximately 995 lb. complete with air-screw boss, reduction gear, hand-starting gear less magnets.

Weight per Horse-power.—On rated power, 1.679 lb. On average power at maximum speed, 1.745 lb.

Length Overall to Centre of Air-screw.—5 ft. 1 in. approx.

Width Overall.—3 ft. 6 in. approx.

Height Overall.—3 ft. 3 in. approx.

Oil Consumption.—Average oil consumption, .0235 lb. per B.H.P. hour.

Fuel Consumption.—Average fuel consumption at full load, .50 lb. per B.H.P. hour.

There is no other engine in the world which has so consistently proved its high efficiency together with reliability as has the Napier Lion, and the success so far achieved with the Series XI engine augurs well for the future of this latest addition to the Napier family.

In a parade of cars that were on view at the recent British Trade Exhibition in Melbourne the largest representation of one type was a fleet of 12 Armstrong Siddeleys.

WOMEN ON TOUR.

VISITING NEAR EAST IN MOTOR CAR.

12,000-MILE TRIP.

New York, July 10. Sailing for Cadiz on the Spanish Royal Mail liner "Manuel Arnau" was Mrs. John Quincy Adams, wife of Major John Quincy Adams, a marine officer now stationed at Guantanamo, Cuba. She was accompanied by Mrs. Charles Baxton of Montreal and Miss Lola Plaxton of Toronto. Miss Plaxton is a daughter of Charles Plaxton, King's Counsellor of Toronto, and was formerly a writer for "The London Sunday Express."

The three women have with them a touring car, and said that they will try to motor from Cadiz to Bagdad and back. They hope to return to Spain in time for the Sevilla Exposition in September. They expect to cover at least 12,000 miles.

Cadiz to Paris.

Miss Plaxton, who acted as spokesman for the party said that their plans had not been completed owing to the difficulty of obtaining maps in this country.

"We will go from Cadiz to Paris and there we will make definite plans," she said. "We anticipate no difficulties, however, Mrs. Adams, who was born in Smyrna, has spent a great deal of time in the Far East, and one of the reasons for her making the trip is to see old friends. We have credentials from both the American and Canadian State Departments."

"We expect to carry camping equipment and also revolvers for protection," she said. "We purchased guns but they were stolen from our car when it was parked in front of a restaurant on Macdougall Street."

Miss Plaxton said that they had no fear of bandits, as both she and Mrs. Adams had been in the Near East and realized that stories regarding them were greatly exaggerated. She said that Mrs. Adams was an expert mechanic and that they expected to do their own repair work. She said that they expected to meet Mrs. Adams' mother in Constantinople.

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G. M. TRUCKS.

NEW TRANSMISSION SYSTEM.

FUEL ECONOMY.

Motor trucks, no matter in what class of service they are being used, must prove themselves economical in the full sense of the word.

The owner of a passenger automobile seeks comfort, pleasure, and satisfaction, and these are the things for which he is willing to pay. The owner of a motor truck, on the contrary, is not looking for comfort, for pleasure nor for the same type of satisfaction as the owner of a passenger automobile. He is seeking efficient transportation. The yardstick by which he measures the value of the truck he has purchased is the amount of ton-mileage he gets from his truck per gallon of gasoline used. Economy, therefore, is just about the essence of motor truck value.

The two-range transmission, which is one of the principal features of the General Motors heavy duty trucks, is so direct a contribution to motor truck efficiency and fuel economy that we are sure a description of it will interest our readers.

Two-Range:

Briefly, the G.M.C. two-range transmission is simply a gear box which provides two separate sets of ratios for the four forward and one reverse speeds. There are, accordingly, nine speeds in all which the General Motors truck operator may use, fourth speed on both ranges being identical in ratio.

The mechanical construction of the GMC two-range gear box is extremely simple. Change from high to low range or vice versa is made by a lever which throws into mesh one of the two-pairs of constant mesh gears, thus giving the countershaft two different speeds. There are only five more major parts in the two-range transmission than there are in the usual type of gear box.

In heavy going—in mud, sand, over poorly-surfaced roads, or through an unusually hilly country—the operator changes to the low range of the transmission. Thirty per cent. additional pulling power at once is given the truck, and under these conditions, on any one of the different speeds included in the low range, the truck will outpull trucks of similar capacity fitted with transmissions of the usual one-range kind.

On smooth, level highways, the high range of the GMC transmission is used. So much pulling power is not necessary here and on any of the speeds included in the high range the GMC engine turns over slower, with constantly less fuel consumption, than is the case with trucks which have conventional transmissions.

In other words, the GMC two range transmission makes allowance for different types of road conditions under which motor trucks habitually have to work. It provides a suitable set of gear ratios for bad road conditions, and another set specially designed for good road conditions.

FOR INDIAN RULER.

BUYS FAST BRITISH LAUNCH.

His Highness the Maharajah Kumar of Vizianagaram recently paid a special visit with some of his suite to the Marine Motor Works and Boat Building Yards of J. W. Brooke & Co., Ltd., of Lowestoft, the object of the visit being to place an order for a fast 55-foot motor launch to be used chiefly for sporting purposes on his Ganges Estate.

The boat is to be a beautifully finished V bottom launch, constructed throughout of Burma-teak, with a well-fitted cabin saloon aft, the top of which is to be removable to allow for negotiating low bridges. To afford protection from the sun a canopy will be fitted along the entire length of the boat, whilst for the comfort of passengers who may not wish to use the saloon comfortable armchair seats will be provided.

The driver sitting immediately forward of the cabin will have an accessibly placed car-type wheel and controls, and the machinery is to consist of one of the new Brooke 100 h.p. OHV, six-cylinder, marine engines capable of giving the boat a speed of approximately 20 m.p.h.

This order is one of the most interesting received for export purposes, and when completed the craft will doubtless serve to further enhance the reputation Overseas which British manufacturers have won for superior workmanship and reliable performance.

ascertain the fuel consumption at varying speeds, and carburettor adjustments, and to determine steering effort.



BUICK FOR 1929 —
WILL HOLD ALL
ITS OLD FRIENDS
AND IS GOING TO
MAKE A HOST OF
NEW ONES

THE DRAGON MOTOR CAR CO., LTD.

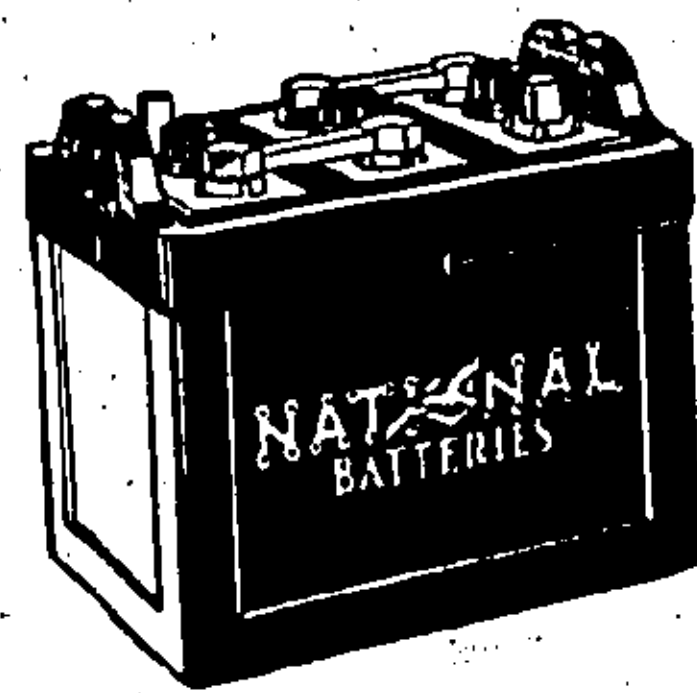
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Type.	Car.	Price.
611RF	Auburn 4, Buick, Ford Chrysler 4, Chevrolet, Whippet 4, Plymouth	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile	\$25.00
613RF	Buick, Studebaker, light and std., 6, Gardner, Willys-Knight	\$27.50
613SF	Auburn 8, Buick M6, Chandler, Hudson, Packard 6	\$32.50
615RF	Chrysler 72 & 80, Studebaker big and Spec. 6, Packard 8, Nash, La Salle, Cadillac	\$40.00
127SF	Dodge before 1926, Graham Truck	\$45.00

Your next battery should be a

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BIG SHIPMENT ARRIVED.

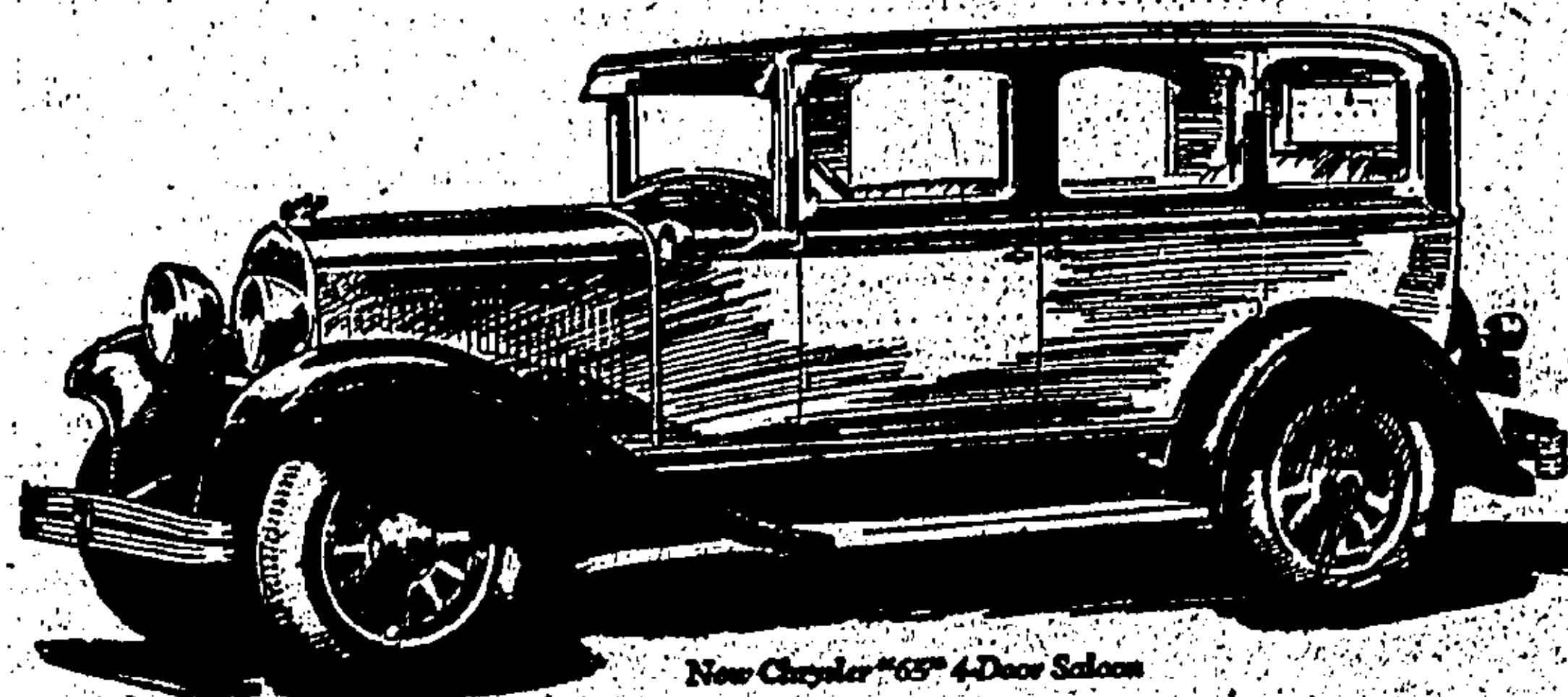
Sole Agents:—

A. LUNG & CO.

Tel. C. 1215

19, Queen's Road C.

New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chrysler of other days—new measures of value—lower prices. It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style. It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars. In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 2-bearing crankshaft, only car as or near this price with this costly features—new slimmer profile radiator—new boat-shaped lamps—

—beautiful coil molding and coil lamps—new longer chassis and longer, wider, roomier body—new arched window silhouette—new "cherry" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, safety factor by weather conditions—Leaky hydraulic shock absorbers, front and rear—spring ends anchored in low rubber, instead of metal shackles.

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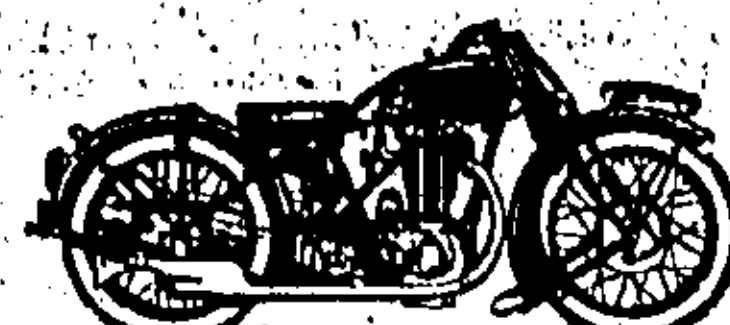


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1-7 1/2 Ton Capacity.
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China Mail

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HONG KONG, THURSDAY, SEPTEMBER 13, 1928.



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"CALCHAS" 10th Oct. Marseilles, London, Rotterdam & Hamburg

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"BELLEROPHON" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"TYNDAROS" 24th Sept. Genoa, Havre, Liverpool & Glasgow

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"TYNDAROS" 16th Sept. Victoria, Vancouver & Seattle
"PROTEUS" 6th Oct. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"HEMIUS" 21st Sept. Boston, New York & Baltimore
"AGAPORON" 17th Oct. New York, Boston & Baltimore

INWARD SERVICE.

"PATROCLUS" due 18th Sept. For Shanghai & North China Ports
"TELEMON" due 19th Sept. For Shanghai & Hankow

PASSENGER SERVICE.

"SAHPEDON" 3rd Oct. Singapore, Marseilles & London
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*Sails at daylight.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
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Agents

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	THURSDAY, SEPTEMBER 13.
Shanghai and Amoy	14.	Yingchow
Japan, Shanghai and Europe via Siberia	14.	Kalyan
U.S.A., Canada, Japan and Shanghai	15.	President Grant
SATURDAY, SEPTEMBER 15.		
Straits	16.	Talamba
Shanghai and Swatow	16.	Shantung
SUNDAY, SEPTEMBER 16.		
Straits	17.	Hakusan Maru
Manila	17.	Pres. Jefferson
TUESDAY, SEPTEMBER 18.		
Japan	18.	Tango Maru
Straits	20.	Mirzapore.
THURSDAY, SEPTEMBER 20.		
Australia and Manila	22.	Aki Maru
SATURDAY, SEPTEMBER 22.		
U.S.A., Honolulu, Japan and Shanghai	24.	Pres. Van Buren
MONDAY, SEPTEMBER 24.		
Canada, U.S.A., Japan and Shanghai		Empress of Canada

OUTWARD MAILS.

For	Per	THURSDAY, SEPTEMBER 13.
Japan	5 p.m.	Morea
Shanghai	6 p.m.	Morea
	(Letters only)	
Manila, Australia and New Zealand via Thursday Island—due Thursday 13th Sept. Parcels 5 p.m. Registration (Sept. 14th) 9.45 a.m. Letters (Sept. 14th) 10.30 a.m.		Taiping
FRIDAY, SEPTEMBER 14.		
Holhow and Haiphong	8.30 a.m.	Tean
Saigon	8.30 a.m.	Prosper
Amoy	9.30 a.m.	Tjikembang
Haiphong	12.30 p.m.	Tonkin
Swatow, Amoy and Foochow	2 p.m.	Haining
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 13th Oct. K.P.O. Parcels 4.30 p.m. Registration (Sept. 15th) 9 a.m. Letters (Sept. 15th) 9.45 a.m. Letters (Sept. 15th) 10.30 a.m.		Kalyan
SATURDAY, SEPTEMBER 15.		
Japan and "Victoria, B.C.—due Victoria, B.C. 9th Oct.	10 a.m.	Tyndareus
Straits and Calcutta: Parcels noon. Letters 1 p.m.		Kumsang
Swatow and Amoy	1.30 p.m.	Anhui
Manila	4.30 p.m.	President Grant
Amoy and Formosa	5 p.m.	Fooksang
SUNDAY, SEPTEMBER 16.		
Swatow, Amoy and Formosa	9 a.m.	Kishu Maru
Bangkok via Swatow	9 a.m.	Kwangchow

*Correspondence bearing vessel's name only.

AN INTERNATIONAL CONFERENCE.

AT GENEVA.

ARRANGING FOR "UNIVERSAL RELIGIOUS PEACE."

PRELIMINARY MEETING.

Geneva, Yesterday.
A preliminary conference has been opened here for the purpose of arranging for a universal Religious Peace Conference. 124 delegates are present, representing nearly all living religions. The Maharaja of Burdwan is prominent among the delegates from the East.—Reuter.

POLICEMAN DEAD.

OFFICIAL SECRECY CONCERNING AFFLICTION.

NEARLY 100 ILL.

London, Aug. 1.
The mysterious illness, by which large numbers of the London police have been affected during the past few weeks, resulted yesterday in the death of a constable, and, with the spread of the trouble to the Rochester-row, Westminster, station, in the illness of nearly 100 men, states the "Morning Post."

No further cases of illness, it was stated last night, had occurred among members of the Force. Six of the sick constables left yesterday for the Police Convalescent Home, at Hove, Sussex, and others, it is expected, will be able to resume duty within the next few days.

First signs of the epidemic occurred among the police at Bow-street on July 19, and the numerous accounts of its spread and seriousness have been consistently denied by the police authorities. "There is nothing to worry about" was the official reply to inquirers on two occasions, both at Scotland Yard and at the police-stations concerned.

The reports of an outbreak at Rochester-row are grossly exaggerated, the Press Bureau at Scotland Yard declared on Monday yet on Tuesday it became definitely established that one man had died and that no fewer than 14 police were ill at Rochester-row.

Police Surgeons' Evidence.
The Home Office, it was officially stated yesterday, is inquiring into the circumstances of the epidemic and correlating the evidence obtained by the various police surgeons on the cause of the disease.

There seems to be little doubt that imported ham, possibly affected by the recent heat wave, was the cause of the first outbreak.

The man who died yesterday was P. C. Thomas Halloran, of the "A" Division. He has been for many years on duty at the House of Commons where, as guardian of the staircase to the Ladies' Gallery, he was a well-known figure.

It appears that P. C. Halloran ate some ham sandwiches which he obtained from the Rochester-row canteen, and was taken ill almost immediately afterwards. The lift attendant on duty for the Ladies Gallery shared the sandwiches with him and he too was taken ill.

The disease has spread to Rochester-row, where 14 men are off duty suffering from sickness and severe pains. All the men are known to have eaten ham in one form or another during the past day or two.

Centres of Illness.
At Bow-street 46 men reported sick. The other stations affected were Harrow-road with 25 cases; Hyde Park, with three; Notting Hill, with six, and now Rochester-row.

An inquest will be held on P. C. Halloran at the St. George's Hall, Camberwell, on Friday. This is in spite of the fact that he had been under medical care since last Wednesday. The decision to hold an inquest has been taken in the hope of finding the cause of the illness. A post-mortem examination was conducted at the Camberwell mortuary, in the presence of Home Office and Scotland Yard officials.

The other sufferers from the malady are stated to be progressing favourably and, in view of the withdrawal of certain foodstuffs from all police canteens, it is not anticipated that further cases will occur.

THE LEAGUE AND DISARMAMENT.

MORE DISCUSSION.

LORD CUSHENDUN ON ANGLO-FRENCH COMPROMISE.

JAPAN'S VIEWS.

Geneva, Yesterday.
Lord Cushendun told the committee of Disarmament that though no actual replies had come from the Governments, intimation had been received that the Anglo-French Naval Compromise may be extremely distasteful to other parties concerned. He opposed M. Paul Boncour's (France) request for the fixing of an early date for the next meeting of the Preparatory Disarmament Commission. The Anglo-French Compromise was a great step forward, but he would be too bold if he said that all difficulties were ended and the committee, if it met early, would be able to go straight forward to find an agreed convention. He strongly deprecated the fixing of a definite date at present when they were without the necessary information to enable them to judge when was the most opportune moment.

Germany's Views.
Count Bernstorff (Germany) urged that it was imperative that instructions should be given to the Preparatory Commission to continue their labours with a view to the early convening of a Disarmament Conference.

Partial Reduction Urged.
M. Boncour considered that even on the basis of the partial security at present existing a partial reduction of armaments could be made.

Gradual and Progressive.

Mr. Sato (Japan) said that Japan sincerely desired an equitable reduction of armaments but this was only obtainable by gradual and progressive steps. If countries could arrive in a short time at an agreement on the limitation of armaments to a minimum compatible with national security there would be no need for pessimism once the step were taken. They could proceed and perhaps in a few years they could have a second conference in order to complete and enlarge the first results. Mr. Sato agreed with the suggestion of the Norwegian delegate that it would be useful to appoint a Standing Committee to study the armaments of all countries thus paving the way to progressive disarmament. He declared that Japan would do all in her power to assist in the progress of disarmament.—Reuter.

The Compromise.

A British Wireless message, dated London yesterday, says:—
Speaking before the Disarmament Committee of the League of Nations this afternoon, Lord Cushendun, the British representative, referred to the Anglo-French Naval Compromise. He declared that he could not really understand why it had created such a stir in the world as it was a decided step forward. "We have been accused," continued Lord Cushendun, "of having signed a secret treaty and of having sinister motives. How can that be? All that was done was to help the Preparatory Committee. We are now ready to submit to our colleagues a draft which may help them in their work."

ing favourably and, in view of the withdrawal of certain foodstuffs from all police canteens, it is not anticipated that further cases will occur.
Symptoms have varied in individual cases, but in nearly every case gastric trouble, has been present, and severe pain.

Families Poisoned.
It was stated yesterday at an inquest which was opened and adjourned at Leeds, that several families had been affected by eating potted meat and that some were seriously ill.

The inquest was held on Peter Cunliffe, aged 50, a colliery electrical engineer, of Vinery-terrace, York-road, Leeds, who was taken ill on July 26 and died on July 30.

A bacteriological examination is being made, and the inquest will be resumed to-morrow.

PRINCE SUED BY WOMAN.

IMMORAL DESIGN.

CLAIM OF 84,000 RUPEES FOR DAMAGES FILED.

CONFINED IN INDORE.

Bombay, Sept. 5.
The former Maharajah of Indore, who lost his throne because of an affair with an Indian dancing girl, figured in a case over another Indian woman to-day.
The woman, Sowkabi Rajpikar, is suing him for 84,000 rupees damages, alleging that she and her daughter were deceived from Bombay by his agents with immoral design. She alleges further that she and the daughter were confined in Indore for ten years, during which her house in Bombay was possessed by the maharajah's agents and her jewellery and furniture were misappropriated. The case has been appealed to the higher court.
The former maharajah broke into print a few months ago by marrying Nancy Ann Miller, an American girl of Seattle. The couple is now in Europe.—Associated Press.

POPULAR C.M.C. MAN.

MR. C. G. F. HOLLAND SUCCUMBS AT PEKING.

USEFUL CAREER ENDED.

Peking lost a popular resident and the Chinese Maritime Customs service a valued servant when Mr. Guy Cuthbert Fanning Holland died suddenly on August 19, at the German Hospital, following an emergency operation for an internal complaint from which he had been suffering off and on for a number of years.

Was Tariff Expert.
Born at Cork, Ireland, in 1878, Mr. Holland was in his 50th year. He joined the Chinese Customs service in 1899 and throughout his career had almost always been employed on special tariff work. He was one of the outstanding men of the Customs administration. Spending the years between 1900 and 1907 in Shanghai, Mr. Holland later was given the responsible task of building up the Customs organization at Harbin and in 1909, as Commissioner, he opened up the port of Hunchun.

In 1910 he was detached as associate delegate to assist the representative of the Chinese Government at the commercial statistical conference held in Brussels. Shanghai saw him again from 1910 to 1913 and he returned to Harbin for four years in 1916. For the past five or six years he had held the important post of staff secretary of the administration in Peking.

Awarded Decorations.
Decorations given to Mr. Holland for distinguished service include the third class order of Chia Ho, which the Chinese government conferred upon him by presidential mandate in 1913, and the third class order of the Rising Sun, which the Japanese Government conferred upon him last year, chiefly in recognition of his valuable work at the Customs conference held at Peking in 1926. Mr. Holland returned from leave in April of this year.

Extremely Popular.
Extraordinarily popular with all ranks of the Customs administration, Chinese as well as foreign, Mr. Holland, as one of his oldest friends in Peking observed, unquestionably was "a prince of a fellow." Formerly a keen tennis player, he had in late years devoted most of his leisure to billiards—a game at which he rarely met his match. He was selected to play against the famous John Roberts at the Customs Club in Shanghai many years ago and quite recently defeated George Gray, the Australian former world champion, in a match at the Peking Club. One of Mr. Holland's most likeable characteristics was that, despite his prowess with the cue, he was always ready to take on a beginner, and leave him the richer for some useful advice on how to improve his game.

Mr. Holland leaves a wife and two children—a girl of 13 and a boy aged 17. The latter is still at school in England. His father, who was chiefly responsible for establishing St. Moritz in Switzerland, as a health resort is still alive at the age of 81.—Exchange.

ANOTHER REMARKABLE PICTURE BY THE FAMOUS DIRECTOR OF "THE TEN COMMANDMENTS."

A thrilling story of modern Russia in the maelstrom of revolution



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